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STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS  
DIVISION OF HIGHWAYS

PRESENT AND FUTURE IMPROVEMENT NEEDS  
OF THE  
PRIMARY AND FEDERAL-AID SECONDARY  
HIGHWAY SYSTEMS



APRIL 1951



STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS  
DIVISION OF HIGHWAYS

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## I. INTRODUCTION

One of the most critical problems confronting the people of the State of Illinois today is the task of rehabilitating the public roads of the State. This problem is not confined to any one governmental agency, but affects alike the roads of the State primary system, the county system, the township and road district system, and the municipal system of streets.

In order to determine just how serious this problem has become and to present the facts to the people of the State and to the legislature for appropriate action, the Division of Highways made a complete, comprehensive study of the condition of the several road systems during 1950.

This report presents the situation in regard to the State system of primary roads and of the county Federal-aid secondary system. However, it should not be construed as a definite plan for meeting the needs but merely as a presentation of the problem confronting the people of the State.

No legislative proposal has yet been considered which would provide sufficient funds for meeting all of the deficiencies which are shown in this report as occurring within a 10-year period. It is intended, however, that by the intelligent use of a priority rating system, those highways in greatest need of improvement will receive the earliest attention and that the correction of less critical deficiencies may need to be deferred beyond the 10-year period of this study.

## II. THE PRIMARY SYSTEM

1. THE PRIMARY SYSTEM DEFINED.--The primary system, which may be thought of, in general, as those roads carrying either US or Illinois route marking, comprises all roads built or utilized as part of the State bond issue network of highways; all roads built or improved as regular Federal-aid highways; all beltline and other roads and streets constructed under the authority of the System of State Highways Act; and all roads and bridges constructed as specific House or Senate Bill Roads. At the present time this system consists of approximately 10,417 miles of rural highways and 1,728 miles of streets within incorporated areas.

2. THE SITUATION.--The magnitude of the task facing the people of the State in regard to the State primary system is disclosed by the survey of the needs of the system made in 1950. The detailed findings of this survey are summarized and a State map showing the location of the deficiencies and tables showing the mileage of road deficient and the cost of meeting the deficiencies in each county are contained in this report.

In summary, the survey found over 60 per cent of the rural primary system and 57 per cent of the urban primary system to be in need of improvement by 1960. It further revealed that over 41 per cent of the rural portion and over 42 per cent of the urban portion of the primary system is deficient at the present time.

### III. FACTORS CREATING THE SITUATION

The extensively deficient condition of the primary system is the result of a number of factors of which the principal ones have been the continually increasing travel on the highways by larger, heavier vehicles and the advanced age of the pavements.

1. THE INCREASE IN THE USE OF HIGHWAYS.--Since the bulk of the primary system was built the number of motor vehicles, the amount of travel, and the size and weight of the vehicles have increased many times.

(a) The Number of Motor Vehicles.--The population of Illinois has increased from 5,638,591 persons in 1911 to 8,712,176 in 1950, an increase of 55 per cent. During the same period the number of motor vehicles registered in the State increased from 38,269 to 2,649,547, an increase of 592 per cent.

#### COMPARISON OF NUMBER OF VEHICLES REGISTERED WITH POPULATION OF ILLINOIS

Year	Population	No. of Passenger Cars	Persons Per Passenger Car	Number of Trucks	Persons Per Truck	Total No. of Vehicles	No. of Persons Per Vehicle
1/ 1911	5,638,591	2/ -	2/ -	2/ -	2/ -	38,269	147.3
1920	6,485,280	503,762	12.9	64,997	99.8	568,759	11.4
1930	7,630,654	1,429,146	5.3	209,114	36.5	1,638,260	4.7
1940	7,897,241	1,707,512	4.6	228,889	34.5	1,936,401	4.1
1950	8,712,176	2,286,572	3.8	362,975	24.0	2,649,547	3.3

1/ 1910 Census.

2/ All motor vehicles were registered in a single class.

Of particular significance in the above tabulation is the decrease in the ratio of persons per vehicle. In 1920 there was one passenger car for every 13 persons, but by 1950 the number of passenger cars has increased until there is one car for every 4 persons. Of even greater significance is the increase in the number of

# VEHICLE REGISTRATIONS IN ILLINOIS 1911 TO 1950

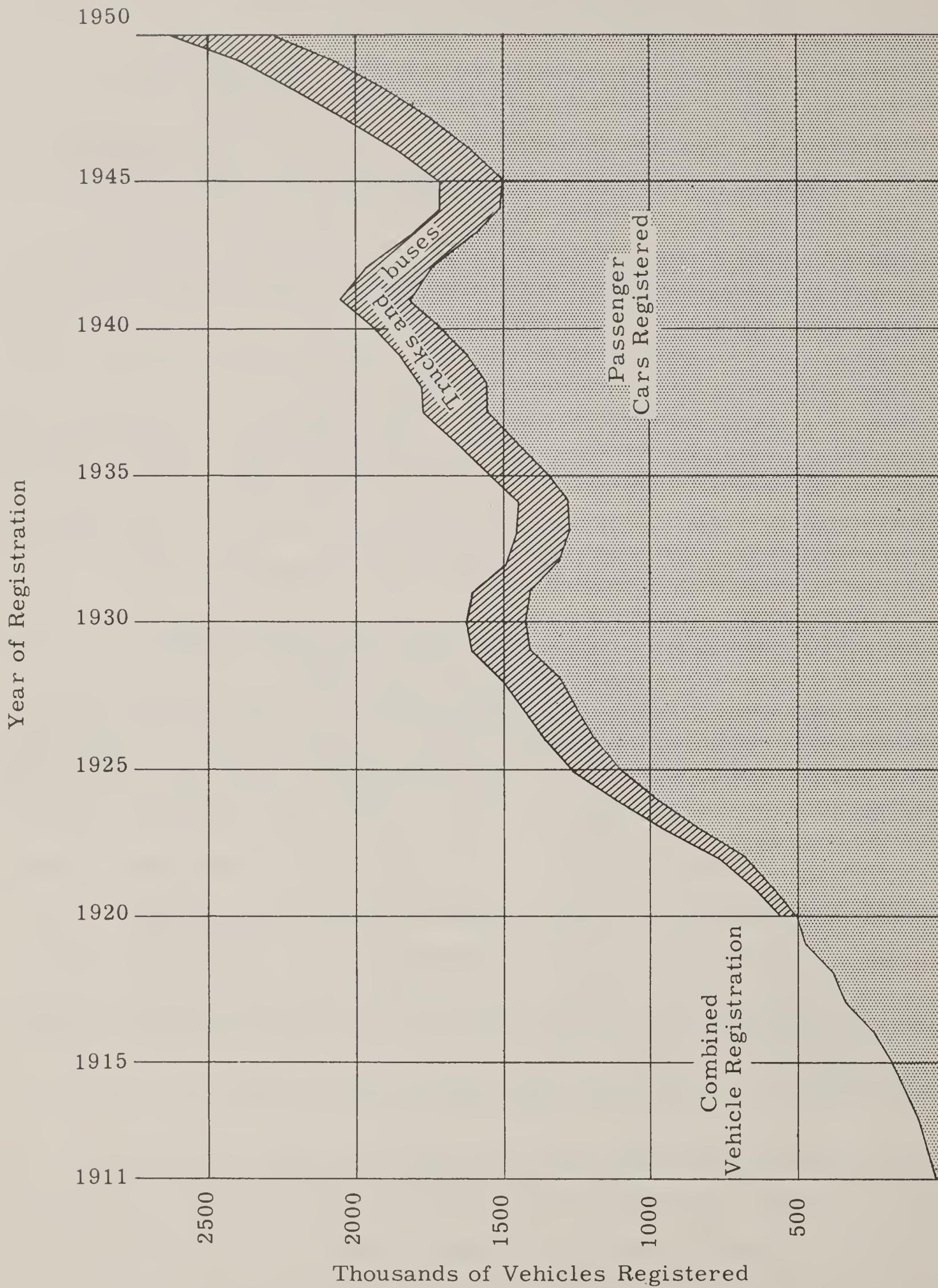


Chart I

trucks. In 1920 there was one truck for every 100 persons. Now there is one truck for every 24 persons.

The annual trend in motor vehicle registration is shown in Chart I.

(b) The Amount of Travel.--The increase in vehicle registration has resulted in a greatly increased use of the roads.

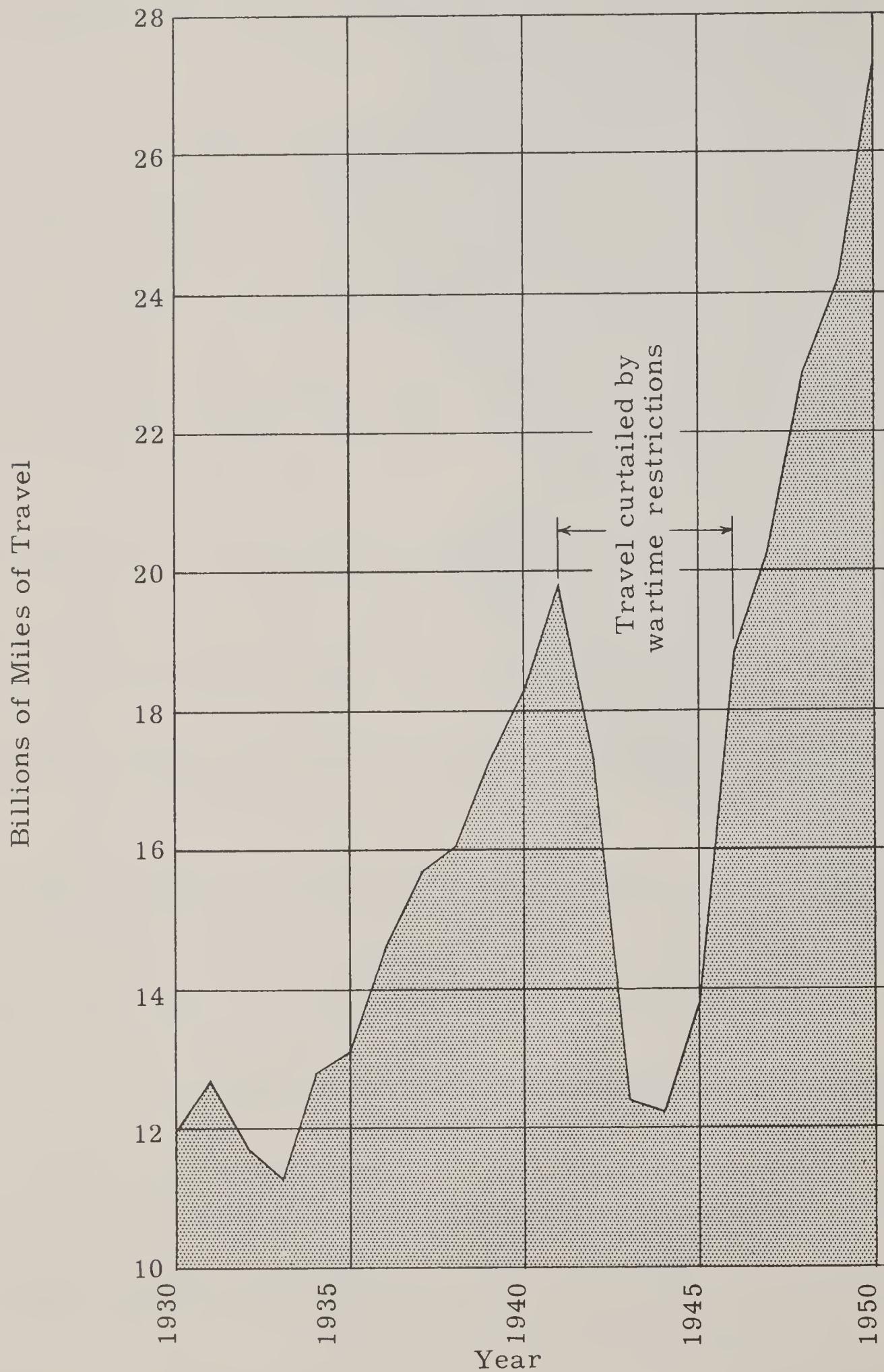
In 1930 there were 1,638,260 vehicles registered which traveled an estimated 11,980,759,000 annual vehicle miles. In 1950 there were 2,649,574 vehicles registered which traveled 27,303,582,000 annual vehicle miles. In the 20-year period from 1930 to 1950 an increase of about 62 per cent in vehicle registrations has resulted in an increase of over 128 per cent in road use as evidenced by comparing the vehicle miles of travel in 1930 and 1950. Chart II shows the increase in vehicle miles of travel since 1930.

The increase in road use has been general over the entire primary system. In 1936 there were 1,140 miles of road carrying over 2,000 vehicles per day as compared to 2,545 miles of road serving over 2,000 vehicles per day in 1947. Conversely, the mileage of primary highways carrying less than 500 vehicles per day has decreased from 1,800 miles in 1936 to 575 miles in 1947.

A comparison of the relative rates of increase of the total traffic with the commercial traffic on the primary system during the period from 1936 to 1950 is of even greater significance. During this period the total traffic increased about 87 per cent but the commercial traffic increased 140 per cent.

The increase in commercial traffic was greatest in the heavier trucks. The number of single-unit trucks increased 97 per cent from 1936 to 1950. However, during this same period of time, the number of truck-tractor semi trailer units increased 278 per cent.

### MILES OF VEHICLE TRAVEL PER YEAR



(c) The Weight of Commercial Vehicles.--Not only are there a larger number of trucks on the highways today but the average weight of the different types of trucks has steadily increased. The following two tabulations, taken from loadometer surveys made by the Division of Highways, illustrate this upward trend in the weight of commercial vehicles since 1936.

#### COMPARISON OF THE WEIGHT OF TRUCKS IN 1936, 1942, AND 1949

Type of Vehicle Weighed	Average Weight of Vehicles Weighed During Year					
	1936		1942		1949	
	Empty Pounds	Loaded Pounds	Empty Pounds	Loaded Pounds	Empty Pounds	Loaded Pounds
Single-unit truck	5,452	8,975	6,330	11,633	6,653	11,427
Truck-tractor semitrailer	11,736	24,868	16,144	30,676	18,919	35,864
Trailer combinations 1/	13,982	31,881	15,909	32,613	25,209	62,855

1/ Includes combinations consisting of truck-tractor semitrailers with trailers as combinations as well as combinations of trucks with trailers.

#### COMPARISON OF AXLE LOAD OF TRUCKS IN 1936, 1942, AND 1949

Type of Vehicle Weighed	Average Axle Load of Loaded Vehicles Weighed During Year		
	1936 Pounds	1942 Pounds	1949 Pounds
Single-unit truck	6,221	7,512	7,585
Truck-tractor semitrailer	11,574	13,595	14,402
Trailer combinations 1/	9,663	12,863	15,638

1/ Includes combinations consisting of truck-tractor semitrailers with trailers as combinations as well as combinations of trucks with trailers.

Thus, not only has the number of trucks using the roads increased many times but the weight of both loaded and empty vehicles has also increased.

The rate of increase in the weight of trucks from 1936 to 1949 has been much greater in the larger, heavier vehicles than in the smaller, lighter trucks. For example in the three types of trucks shown in the above tabulations the weight of the single-unit truck was 27 per cent greater in 1949 than in 1936; the truck-tractor semitrailer unit rate of increase was 44 per cent during the same period; and the weight of the trailer combination unit increased 97 per cent from 1936 to 1949.

The average axle load of each of these vehicles has also increased substantially during this period. Single-unit truck axle loads increased 22 per cent, truck-tractor semitrailer axle loads increased 24 per cent, and trailer combination axle loads increased 62 per cent.

2. THE AGE OF THE PAVEMENT ON THE PRIMARY SYSTEM.--In addition to the greatly increased use to which the highways are subjected is the added fact that the highways themselves are old.

Because of the nature of the records available, any analysis of the age of the existing pavement on the State primary system must be confined to the rural portion of the system. However, since there are 10,417 miles of rural road as compared with only 1,728 miles of urban road in the primary system such an analysis is indicative of the condition of the major portion of the system.

(a) Types of Road Surfaces Comprising the Rural Primary System.--The rural primary system is composed of the following types of road surfaces:

MILES OF VARIOUS TYPES OF ROADS COMPRISING  
THE RURAL PRIMARY SYSTEM

Amount of Each Type of Surface in System	Type of Road Surface						Total
	Block and Brick	Portland Cement Concrete	High Type Bituminous	Low Type Bituminous	Gravel or Earth		
Miles	135	8,818	1,083	335	46	10,417	
Per cent of total	1.3	84.7	10.4	3.2	0.4	100.0	

(b) Age of the Portland Cement Concrete Pavement.-- The portland cement concrete pavement which comprises about 85 per cent of the primary system, is old both in actual years and in terms of pavement life. As a result of exhaustive studies in the field of pavement life, the life expectancy of this type of pavement has been determined to be about 26 1/2 years. The age of the portlant cement concrete pavement on the primary system is indicated below:

**DISTRIBUTION OF PORTLAND CEMENT CONCRETE  
PAVEMENT BY AGE GROUPS**

Amount of PCC Pavement in Each Age Group	Total	Age Group of PCC Pavement					
		Over 5 Years	Over 10 Years	Over 15 Years	Over 20 Years	Over 25 Years	Over 30 Years
Miles	8,818	8,659	8,377	7,707	5,502	2,760	282
Per cent of total	100.0	98.2	95.0	87.4	62.4	31.3	3.2

Approximately 31 per cent, or 2,760 miles of pavement is now over 25 years old and has about reached the end of its average service life; in 5 more years over 62 per cent, or 5,502 miles of pavement, will have about reached this point and in 10 more years over 87 per cent, or 7,707 miles of pavement, will have reached the average age limit for such surfaces.

This situation is the result of the manner in which the highways were constructed. The primary system was built in a relatively short time with money raised from the sale of 60 and 100 million dollar bond issues, passed in 1917 and 1923. Approximately 70 per cent of the construction of the concrete pavement on the primary system occurred between the years 1918 and 1933. The result, of course, has been that much of the highway system is wearing out at the same time and the funds now being received must be used in waging a losing battle to maintain, repair, and reconstruct the pavements built 20 to 30 years ago.

(c) Bituminous Pavements and Bituminous Resurfacing.--At the end of 1949 there were 1,083 miles of high type bituminous pavement on the rural primary system as compared with 28 miles at the end of 1941. The increase of 1,055 miles of this type of pavement has been the result of the Division of Highways work, which began in 1942, of extending the life of worn out concrete pavements by resurfacing them with a bituminous material. Not much is known about the life expectancy of these roads but it is believed that such a treatment will have an average life of about 15 years.

The following amounts have been resurfaced each year.

MILES OF BITUMINOUS RESURFACING ADDED TO THE RURAL PRIMARY SYSTEM EACH YEAR

Amount Resurfaced Each Year	Year								Total
	1942	1943	1944	1945	1946	1947	1948	1949	
Miles	132	117	120	124	68	168	165	161	1,055
Per Cent	12.5	11.1	11.4	11.8	6.4	15.9	15.6	15.3	100.0

Thus, of the resurfacing done since 1942 it would appear that over 35 per cent will have reached an age in excess of its average life expectancy before 1960.

(d) Effect of Age on Design Standards.--Another direct result of the age of the pavement is the deficiency of roads from a design standpoint. Roads built 20 or 30 years ago were not designed in contemplation of the fast speeds, heavy vehicles, and increased traffic which they must serve today. Consequently, a great many of them do not meet present day standards.

For example, present standards require a minimum surface width of at least 20 feet. However, over 70 per cent of the existing primary system has a surface width of less than 20 feet.

A similar situation exists in the case of curves, sight distances, shoulder widths, and both highway-railroad and highway-highway crossings. Higher speeds today necessitate longer, smoother curves and much longer sight distances. The increased traffic requires many more grade separations of both highway-railroad and highway-highway crossings.

#### IV. THE 1950 NEEDS SURVEY

In order to determine the effect of these conditions and the manner of meeting them, the Division of Highways made a complete comprehensive study of the condition of the primary system during 1950.

1. PROCEDURE USED IN MAKING THE 1950 SURVEY.--The method used in making the 1950 survey followed very closely the method used in a similar study made in 1947, reported in "A Highway Improvement Program for Illinois" by Griffenhagen and Associates.

The State is divided, geographically, into 10 highway districts for the purpose of administering the State system of highways. A district highway engineer is in charge of each district. In making the needs survey, the various district engineers were given the responsibility of reporting the condition and improvement needs of the roads in their district on the basis of their local knowledge and their engineering experience in observing the behavior of these pavements. The central office in Springfield controlled the work by issuing the original instructions, and a special committee of experienced engineers was established to coordinate and screen the reports of the several districts. The analysis of the district reports and final tabulations were made in the central office.

This procedure was followed so that the men most intimately concerned with the various roads, hence in the best position to know their true condition, would report on their needs. Control was exercised by the central office for the purpose of maintaining uniformity among the several districts and in analyzing the results.

2. SUMMARY OF THE NEEDS REPORTED IN 1950.--The 1950 needs survey revealed that over 60 per cent of the rural primary system and 57 per cent

of the urban primary system will be in need of improvement before 1960 and over 41 per cent of the rural portion and 42 per cent of the urban primary system is deficient at the present time. The following tabulation is an analysis of the miles of deficient pavement and the cost of meeting the deficiencies, exclusive of the needs of the Cook County Expressway System:

IMPROVEMENTS NEEDED TO MEET DEFICIENCIES ON THE PRIMARY SYSTEM  
IN THE PERIOD 1951 TO 1960 INCLUSIVE

Time of Need	Rural Needs		Urban Needs		Total Needs	
	Miles	Cost	Miles	Cost	Miles	Cost
Present	4,307.35	\$516,668,000	731.62	\$230,879,000	5,038.97	\$747,547,000
Future 1/	1,983.82	138,870,000	258.62	39,451,000	2,242.44	178,321,000
Total	6,291.17	\$655,538,000	990.24	\$270,330,000	7,281.41	\$925,868,000

1/ Deficiencies estimated to occur in the period 1952 to 1960 inclusive.

3. DETERMINATION OF THE TYPE OF DEFICIENCY.--A road in need of improvement is either structurally deficient, functionally deficient, or both structurally and functionally deficient. A structurally deficient condition exists when a road is physically deteriorated. Some examples of this condition are surface failures, unstable subgrades, and both surface and base failures. A functionally deficient condition exists when the road is inadequate to serve, safely and expediently, the traffic upon it. Examples of this condition are narrow surface widths, short sight distances, sharp curves, and steep grades.

In making the needs study of the roads in their districts, each district engineer was required to report in what respect the various sections of roads were deficient. The determination of the structural condition of any particular road was based on the observed condition of the road. However, the determination of the functional condition of the roads was dependent on the amount of traffic on each section of road and the design standards to which the highway was built. A set

of minimum tolerable standards, somewhat below present design standards, was devised to be used in determining when a road is functionally deficient. Once a road was found to be deficient functionally, the type of work recommended was required to be sufficient to bring the road up to present design standards.

Table I is an analysis of the amount of road structurally or functionally deficient and the cost of meeting these deficiencies.

4. TYPE OF WORK RECOMMENDED TO MEET THE DEFICIENCIES.--In their recommendations for correcting the deficiencies of the roads, the district engineers were instructed to recommend that type of work which would utilize as much of the existing road as possible. This was done in an effort to keep the cost at a minimum. For example, roads on which there were surface failures would be resurfaced and not entirely rebuilt. Roads found too narrow would be widened. Obsolete curves would be realigned by using as much of the existing tangents as possible. The result of this procedure has been that the 1950 survey has reported many more miles of road deficient than the 1947 survey at only a slightly higher replacement cost. Table II, which is included at a later place in this report, is a comparison of the miles and cost of the type of work recommended in the 1950 and 1947 surveys.

5. NEEDS IN URBAN AREAS.--The map of the primary system which accompanies this report shows blank areas in and around certain of the urban areas in the State. The reason for showing such a blank area is that in these places further engineering studies need to be made to arrive at a final solution to the transportation problems involved. In nearly all of these places some preliminary studies have been made and tentative conclusions reached. Because the type of improvements contemplated can have a very profound effect upon residential and commercial developments, as well as upon real estate values, it has been decided

TABLE I  
AMOUNT OF DEFICIENCIES BY TYPE AND TIME OF THEIR OCCURRENCE

Type of Deficiency and Time of Occurrence	Urban Streets			Rural Roads			Total all Roads	
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost
Immediate Structural & Functional	159.77	\$ 27,212,000	1,145.47	\$ 95,598,000	1,305.24	\$122,810,000		
Immediate Structural - Future Functional	8.12	801,000	98.37	5,334,000	106.49		6,135,000	
Immediate Functional - Future Structural	285.54	41,905,000	2,144.58	162,624,000	2,430.12		204,529,000	
Immediate Structural - Not Functional	66.38	5,214,000	375.26	16,747,000	441.64		21,961,000	
Immediate Functional - Not Structural	211.81	155,747,000	543.67	236,365,000	755.48		392,112,000	
Future Structural & Future Functional	42.50	4,044,000	326.01	20,946,000	368.51		24,990,000	
Future Structural - Not Functional	193.23	11,044,000	1,461.14	47,040,000	1,654.37		58,084,000	
Future Functional - Not Structural	22.89	24,363,000	196.67	70,884,000	219.56		95,247,000	
Total	990.24	\$270,330,000	6,291.17	\$655,538,000	7,281.41		\$925,868,000	

to omit the indication of definite map locations until it is certain that the best engineering solutions have been reached.

For the purpose of this needs report, however, cost estimates have been made to cover the work involved in these urban areas based upon the locations and types of improvement which, on the basis of present knowledge, appear to be most promising of success. On this assumption the following amounts have been included in the tabulation of needs for the cost of all necessary work within these urban areas:

Urban Areas	Right-of-Way Cost	Construction Cost	Total Cost
Bloomington-Normal area	\$ 660,000	\$ 6,233,000	\$ 6,893,000
Champaign-Urbana area	741,000	4,901,000	5,642,000
E. St. Louis Metropolitan area	4,731,000	66,711,000	71,442,000
Effingham area	708,000	5,759,000	6,467,000
Galesburg area	434,000	5,735,000	6,169,000
Kankakee area	392,000	9,555,000	9,947,000
LaSalle-Peru area	807,000	8,059,000	8,866,000
Peoria-East Peoria area	4,427,000	18,441,000	22,868,000
Rockford area	1,165,000	6,559,000	7,724,000
Rock Island Metropolitan area	3,388,000	14,754,000	18,142,000
Springfield area	868,000	10,736,000	11,604,000
Total	\$18,321,000	\$157,443,000	\$175,764,000

6. THE COOK COUNTY EXPRESSWAY SYSTEM.--In addition to the needs shown in the above tabulation are the needs of the Cook County Expressway System. Because the Cook County Expressway System presents a condition unique and different, both in terms of actual road needs and in the method of meeting these needs, a separate report has been made of these deficiencies.

For many years the State of Illinois has cooperated with the City of Chicago, Cook County, and the Chicago Park District in planning for the development of a network of expressways in the Chicago Metropolitan area. All of the agencies concerned are in agreement that this system represents an immediate transportation need in that area although there are evident difficulties to financing and executing the work all at once.

The entire expressway system, in which the State might find a participating interest as constituting a part of the primary system, consists of the following expressways with their respective estimated costs.

Expressway	Construction Cost	Right-of-Way Cost	Total Cost
West Route	\$ 80,023,548	\$ 47,497,500	\$127,521,048
Northwest Route	91,056,000	53,700,000	144,756,000
Edens	20,782,592	6,522,700	27,305,292
Calumet	17,744,076	1,314,300	19,058,376
Tri-State	32,156,491	7,479,000	39,635,491
Wacker Drive Extension	14,895,000	1,650,000	16,545,000
Southwest Route	49,759,000	4,512,000	54,271,000
River	41,260,000	12,000,000	53,260,000
South Route	82,450,000	21,500,000	103,950,000
North Route	25,000,000	6,000,000	31,000,000
Southeast Route	30,000,000	2,600,000	32,600,000
Total	\$485,126,707	\$164,775,500	\$649,902,207

Of this total system, work costing \$415,404,805 is located within the City of Chicago, and \$234,497,402 is situated outside the city.

Up to December 1, 1950, rights-of-way had been acquired and construction work had been completed or awarded in a total amount of \$86,132,625 of which

\$39,077,323 represented work within the City of Chicago and \$47,055,302 was outside of that city.

On December 1, 1950, the estimated cost of the work remaining to be done on the entire system of expressways totaled \$563,769,582 for which the obligation pattern, established by previous sharing agreements, indicated the following:

Location	Total	State	Cook County	City of Chicago	Chicago Park District
Inside Chicago	\$376,327,482	\$137,913,632	\$115,925,600	\$106,643,250	\$15,835,000
Outside Chicago	187,442,100	87,259,600	100,182,500	-	-
Total	\$563,769,582	\$225,173,232	\$216,118,100	\$106,643,250	\$15,835,000

Although there is unanimous agreement as to the need for the entire expressway system at the present time, it has long been evident that on the basis of present financial resources, on the rate of right-of-way acquisition, and on the ability to program engineering and construction work, only about half of the total system could be brought to completion within a period ending July 1, 1959. A program, based upon this reduced objective, has been formulated and forms the basis of definite commitments and mutual understandings of intent for sharing the cost of the work.

Under this plan, work inside the City of Chicago is to be paid for in equal one-third shares by the State, county, and City of Chicago, while work outside Chicago will be paid in equal amounts by the State and county.

The scope of this limited program is shown in an analysis prepared jointly by the State, city, and county dated May 12, 1950, which is summarized with an approximate allocation of responsibility in the following tabulation:

Location	Total	State	Cook County	City of Chicago
Inside Chicago	\$225,753,500	\$ 81,146,800	\$ 71,035,500	\$73,571,200
Outside Chicago	104,229,021	47,812,680	56,416,341	-
Total	\$329,982,521	\$128,959,480	\$127,451,841	\$73,571,200

Of this total of \$329,982,521 comprising the reduced expressway program, \$85,496,925 had been spent for right-of-way or on construction projects completed or awarded by December 1, 1950. There remained uncompleted on that date then, \$244,485,596 of work of which \$187,311,877 was within the City of Chicago and \$57,173,719 was outside the city.

The most significant figure in the preceding tabulation, insofar as State finances are concerned, is the amount of \$128,959,480 shown as the approximate obligation of the State under present understandings although they have not all been reduced to firm written commitments. Based upon a ten-year period, this obligation amounts to nearly \$13,000,000 per year for the Expressway System, inclusive of those portions both within and outside the City of Chicago. The funds used by the State in meeting its obligation under this program consist of combined State-collected motor user revenues and allocations of Federal-aid funds.

Concurrently, there exists a similar agreement participated in by the State, county, city, and the Chicago Park District for the financing, in equal shares, of a small part of the North Route which will form an extension of the North Outer Drive from Foster Avenue to Hollywood Avenue. This agreement extends to only July 1, 1951, and the participation by each agency is limited to \$1,200,000 in that time. By December 1, 1950, a total of \$635,700 had been spent or was involved by contracts awarded on this project.

## V. 1950 NEEDS SURVEY COMPARED WITH 1947 NEEDS SURVEY

A similar study of the primary system, made in 1947, was published in "A Highway Improvement Program for Illinois", by Griffenhagen and Associates. This study, commonly called the Griffenhagen report, found the needs to be almost the same in total amount. A comparison of the cost of correcting the deficiencies as shown in the Griffenhagen report and those found by the present study is as follows:

Report	Rural Needs	Urban Needs	Total Needs
Griffenhagen report	\$619,809,000	\$297,670,000	\$917,479,000
1950 Needs Study	655,538,000	270,330,000	925,868,000
Difference	\$+35,729,000	\$-27,340,000	\$ + 8,389,000

The difference between the urban and rural needs and the total needs as shown by the two reports is due to the fact that some of the urban needs in the Griffenhagen report were determined on the basis of "urban areas" 1/ whereas the urban needs in the 1950 study were made on the basis of municipal limits.

Table II, which has been referred to earlier in this report, is a comparison of the miles and cost of the various types of work recommended by the 1947 and 1950 studies.

The costs of the Cook County Expressway System are not included in these comparisons.

1/ The urban areas used to locate the needs of the superhighways in the Griffenhagen report are those described in the Federal-aid Act of 1944 and include all places of more than 5,000 population as well as some unincorporated areas in the vicinity of such places.

TABLE II  
COMPARISON OF RECOMMENDATIONS OF THE 1947 AND 1950 NEEDS SURVEY

Report	Resurfacing With or Without Widening		Construction or Reconstruction Same or New Grade & Alignment		Structures		Total	
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost
1950 Needs Survey								
Rural Roads	4,078.80	\$165,278,000	2,212.37	\$328,231,000	-	\$162,029,000	6,291.17	\$655,538,000
Urban Streets	430.74	22,262,000	559.50	117,606,000	-	130,462,000	990.24	270,330,000
Total	4,509.54	\$187,540,000	2,771.87	\$445,837,000	-	\$292,491,000	7,281.41	\$925,868,000
1947 Needs Survey								
Rural Roads	2,743.55	\$ 91,227,000	2,621.45	\$419,354,000	-	\$109,228,000	5,365.00	\$619,809,000
Urban Streets	406.30	21,563,000	459.70	172,149,000	-	103,958,000	866.00	297,670,000
Total	3,149.85	\$112,790,000	3,081.15	\$591,503,000	-	\$213,186,000	6,231.00	\$917,479.000
Difference 1950 to 1947								
Rural Roads	+1,335.25	\$+74,051,000	-409.08	\$-91,123,000	-	\$+52,801,000	+926.17	\$+35,729,000
Urban Streets	+ 24.44	+ 699,000	+ 99.80	- 54,543,000	-	+ 26,504,000	+124.24	- 27,340,000
Total	+1,359.69	\$+74,750,000	- 309.28	- \$145,666,000	-	\$+79,305,000	+1,050.41	\$+ 8,389,000

## VI. THE FEDERAL-AID SECONDARY SYSTEM

Also included in this report are the needs of the Federal-aid Secondary System as determined by the 1950 needs survey.

1. THE FEDERAL-AID SECONDARY SYSTEM DEFINED.--The Federal-aid Secondary System consists of those secondary roads jointly designated by the State and the counties for improvement with Federal funds under the provisions of the Federal-aid Highway Act of 1944 and the accompanying rules and regulations. The Federal-aid Secondary System of roads will comprise a major portion of the counties network of rural roads.

2. PROCEDURE USED IN MAKING THE SURVEYS.--The estimate of the needs of the Federal-aid Secondary System was made by the several county superintendents of highways reporting through the State district engineers. Control was maintained by the central office for the purpose of maintaining uniformity among the several counties and in analyzing the results.

3. SUMMARY OF THE FEDERAL-AID SECONDARY NEEDS REPORTED IN 1950.--Below is a summary of the Federal-aid secondary needs as reported in the 1950 survey:

### FEDERAL-AID SECONDARY NEEDS 1950 TO 1955 INCLUSIVE

Time of Need	Miles	Cost
Present	4,012.1	\$73,922,813
Future 1/	1,042.5	9,263,158
Total	5,054.6	\$83,185,971

1/ Deficiencies estimated to occur in the period 1952 to 1955 inclusive.

A state map showing the location of these deficiencies and tables showing the miles of road deficient and the cost of meeting the deficiencies in each county follow in this report.

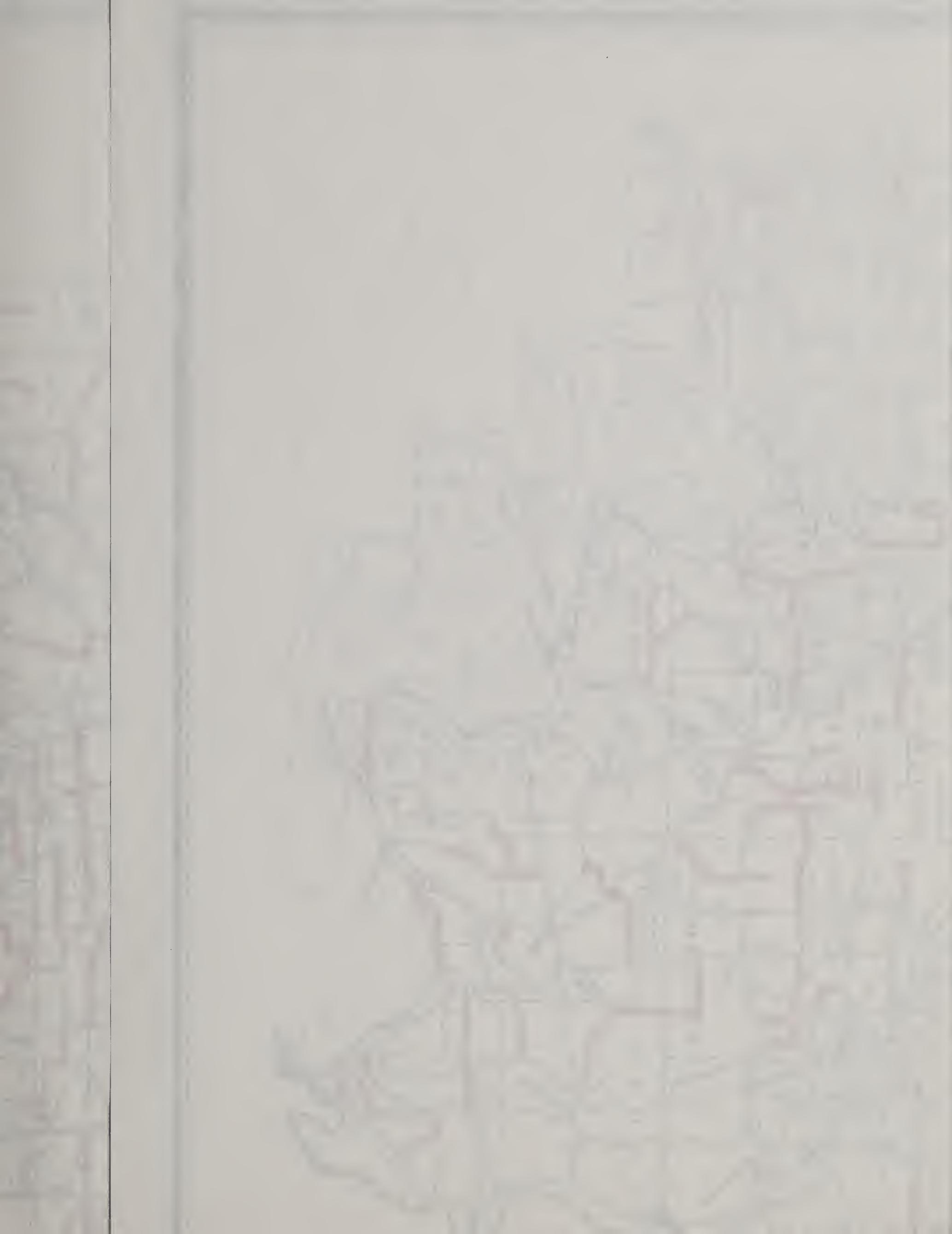


## APPENDIX











0

Adams

Alexa

Bond

Boone

Brow

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures			Total All Work			County
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Adams	Primary System, rural needs:	Present	\$ 2,407,000	\$ 266,000	\$ 2,673,000	13.63	\$ 1,099,000	\$ 147,000	\$ 1,246,000	2.00	\$ 241,000	\$ 2,000	\$ 243,000	5	\$ 142,000	2	\$ 348,000	76.91	\$ 4,237,000	\$ 415,000	\$ 4,652,000	Adams
		Future 1/	545,000	54,000	599,000	-	\$ 1,099,000	\$ 147,000	\$ 1,246,000	2.00	\$ 241,000	\$ 2,000	\$ 243,000	10	\$ 552,000	-	-	18.43	\$ 1,097,000	54,000	1,151,000	
		Total	79.71	\$ 2,952,000	\$ 320,000	\$ 3,272,000	13.63	\$ 1,099,000	\$ 147,000	\$ 1,246,000	-	\$ 241,000	\$ 2,000	\$ 243,000	15	\$ 694,000	2	\$ 348,000	95.34	\$ 5,334,000	\$ 469,000	\$ 5,803,000
	Primary System, urban needs: 2/	Present	\$ 112,000	\$ 7,000	\$ 119,000	1.98	\$ 314,000	\$ 90,000	\$ 404,000	3.00	\$ 440,000	\$ 81,000	\$ 521,000	2	\$ 55,000	1	\$ 345,000	6.88	\$ 1,266,000	\$ 178,000	\$ 1,444,000	
		Future 1/	117,000	5,000	122,000	-	\$ 314,000	\$ 90,000	\$ 404,000	3.00	\$ 440,000	\$ 81,000	\$ 521,000	2	\$ 55,000	-	-	1.82	\$ 117,000	5,000	122,000	
		Total	3.72	\$ 229,000	\$ 12,000	\$ 241,000	1.98	\$ 314,000	\$ 90,000	\$ 404,000	-	\$ 440,000	\$ 81,000	\$ 521,000	1	\$ 345,000	8.70	\$ 1,383,000	\$ 183,000	\$ 1,566,000		
	Total needs, Primary System		83.43	\$ 3,181,000	\$ 332,000	\$ 3,513,000	15.61	\$ 1,413,000	\$ 237,000	\$ 1,650,000	5.00	\$ 681,000	\$ 83,000	\$ 764,000	17	\$ 749,000	3	\$ 693,000	104.04	\$ 6,717,000	\$ 652,000	\$ 7,369,000
Alexander	Federal-aid Secondary, rural needs:	Present	\$ 26,880	\$ -	\$ 26,880	28.3	\$ 214,672	\$ -	\$ 214,672	-	\$ -	\$ -	\$ -	3	\$ 132,800	-	\$ -	33.9	\$ 374,352	\$ -	\$ 374,352	Alexander
		Future 3/	38,160	\$ -	38,160	39.0	255,638	\$ -	255,638	-	\$ -	\$ -	\$ -	3	\$ 132,800	-	\$ -	46.2	293,798	\$ -	\$ 293,798	
		Total	12.8	\$ 65,040	\$ -	\$ 65,040	67.3	\$ 470,310	\$ -	\$ 470,310	-	\$ -	\$ -	\$ -	3	\$ 693,000	80.1	\$ 668,150	\$ -	\$ 668,150	\$ -	\$ 8,037,150
	Total, All needs		96.23	\$ 3,246,040	\$ 332,000	\$ 3,578,040	82.91	\$ 1,883,310	\$ 237,000	\$ 2,120,310	5.00	\$ 681,000	\$ 83,000	\$ 764,000	20	\$ 881,800	3	\$ 693,000	184.14	\$ 7,385,150	\$ 652,000	\$ 8,037,150
	Primary System, rural needs:	Present	\$ 695,000	\$ 37,000	\$ 732,000	6.31	\$ 571,000	\$ 18,000	\$ 589,000	-	\$ -	\$ -	\$ -	1	\$ 12,000	-	\$ -	23.15	\$ 1,278,000	\$ 55,000	\$ 1,333,000	
		Future 1/	357,000	-	357,000	6.31	\$ 571,000	\$ 18,000	\$ 589,000	0.00	\$ 9,000	\$ -	9,000	1	\$ 12,000	-	-	21.05	378,000	-	378,000	
		Total	37.89	\$ 1,052,000	\$ 37,000	\$ 1,089,000	6.31	\$ 571,000	\$ 18,000	\$ 589,000	0.00	\$ 9,000	\$ -	9,000	2	\$ 24,000	-	\$ -	44.20	\$ 1,656,000	\$ 55,000	\$ 1,711,000
	Primary System, urban needs: 2/	Present	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	1.55	\$ 242,000	\$ 68,000	\$ 310,000	-	\$ -	1	\$ 462,000	1.55	\$ 704,000	\$ 68,000	\$ 772,000	
		Future 1/	72,000	\$ -	72,000	-	\$ -	\$ -	\$ -	1.55	\$ 242,000	\$ 68,000	\$ 310,000	-	\$ -	1	\$ 462,000	2.81	72,000	\$ -	72,000	
		Total	2.81	\$ 72,000	\$ -	\$ 72,000	-	\$ -	\$ -	1.55	\$ 242,000	\$ 68,000	\$ 310,000	-	\$ -	1	\$ 462,000	4.36	\$ 776,000	\$ 68,000	\$ 844,000	
	Total needs, Primary System		40.70	\$ 1,124,000	\$ 37,000	\$ 1,161,000	6.31	\$ 571,000	\$ 18,000	\$ 589,000	1.55	\$ 251,000	\$ 68,000	\$ 319,000	2	\$ 24,000	1	\$ 462,000	48.56	\$ 2,432,000	\$ 123,000	\$ 2,555,000
	Federal-aid Secondary, rural needs:	Present	\$ -	\$ -	\$ -	12.3	\$ 86,850	\$ -	\$ 86,850	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	12.3	\$ 86,850	\$ -	\$ 86,850	
		Future 3/	-	\$ -	\$ -	12.3	\$ 86,850	\$ -	\$ 86,850	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	12.3	\$ 86,850	\$ -	\$ 86,850	
		Total	40.70	\$ 1,124,000	\$ 37,000	\$ 1,161,000	18.61	\$ 657,850	\$ 18,000	\$ 675,850	1.55	\$ 251,000	\$ 68,000	\$ 319,000	2	\$ 24,000	1	\$ 462,000	60.86	\$ 2,518,850	\$ 123,000	\$ 2,641,850
Bond	Primary System, rural needs:	Present	\$ 46,000	\$ -	\$ 46,000	5.99	\$ 591,000	\$ 29,000	\$ 620,000	-	\$ -	\$ -	\$ -	2	\$ 19,000	-	\$ -	9.27	\$ 656,000	\$ 29,000	\$ 685,000	Bond
		Future 1/	667,000	-	667,000	5.99	\$ 591,000	\$ 29,000	\$ 620,000	-	\$ -	\$ -	\$ -	2	249,000	-	-	22.50	916,000	-	916,000	
		Total	25.78	\$ 713,000	\$ -	\$ 713,000	5.99	\$ 591,000	\$ 29,000	\$ 620,000	-	\$ -	\$ -	\$ -	4	\$ 268,000	-	\$ -	31.77	\$ 1,572,000	\$ 29,000	\$ 1,601,000
	Primary System, urban needs: 2/	Present	\$ 52,000	\$ -	\$ 52,000	-	\$ -	\$ -	\$ -	0.78	\$ 98,000	\$ -	\$ 98,000	-	\$ -	\$ -	-	2.15	\$ 150,000	\$ -	\$ 150,000	
		Future 1/	34,000	\$ -	34,000	-	\$ -	\$ -	\$ -	0.78	\$ 98,000	\$ -	\$ 98,000	-	\$ -	\$ -	-	1.76	34,000	\$ -	34,000	
		Total	3.13	\$ 86,000	\$ -	\$ 86,000	-	\$ -	\$ -	0.78	\$ 98,000	\$ -	\$ 98,000	-	\$ -	\$ -	-	3.91	\$ 184,000	\$ -	\$ 184,000	
	Total needs, Primary System		28.91	\$ 799,000	\$ -	\$ 799,000	5.99	\$ 591,000	\$ 29,000	\$ 620,000	0.78	\$ 98,000	\$ -	\$ 98,000	4	\$ 268,000	-	\$ -	35.68	\$ 1,756,000	\$ 29,000	\$ 1,785,000
	Federal-aid Secondary, rural needs:	Present	\$ 24,767	\$ -	\$ 24,767	26.8	\$ 156,500	\$ 2,100	\$ 158,600	-	\$ -	\$ -	\$ -	9	\$ 264,550	-	\$ -	36.4	\$ 445,817	\$ 2,		

iciencies estimated to occur in the period 1952 to 1960, inclusive.

mary System urban needs include needs on this system in all incorporated places. Urban needs estimated to occur in the period 1950 to 1955, including

iciencies estimated to occur in the period 1952 to 1955, inclusive.

Bureau

Calhou

Carrol

Cass

Champa

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County	
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost		
Bureau	Primary System, rural needs:																						
	Present	53.67	\$ 2,018,000	\$ 252,000	\$ 2,270,000	29.32	\$ 3,729,000	\$ 526,000	\$ 4,255,000	0.30	\$ 38,000	\$ 2,000	\$ 40,000	19	\$ 731,000	11	\$ 2,731,000	83.29	\$ 9,247,000	\$ 780,000	\$ 10,027,000		
	Future 1/	6.07	\$ 143,000	\$ -	\$ 143,000	0.78	\$ 70,000	\$ 22,000	\$ 92,000	1.91	\$ 113,000	\$ 26,000	\$ 139,000	1	\$ 118,000	-	\$ -	8.76	\$ 444,000	\$ 48,000	\$ 492,000		
	Total	59.74	\$ 2,161,000	\$ 252,000	\$ 2,413,000	30.10	\$ 3,799,000	\$ 548,000	\$ 4,347,000	2.21	\$ 151,000	\$ 28,000	\$ 179,000	20	\$ 849,000	11	\$ 2,731,000	92.05	\$ 9,691,000	\$ 828,000	\$ 10,519,000		
	Primary System, urban needs: 2/																						
	Present	4.25	\$ 151,000	\$ 11,000	\$ 162,000	2.24	\$ 204,000	\$ 48,000	\$ 252,000	3.12	\$ 408,000	\$ 3,000	\$ 411,000	1	\$ 9,000	1	\$ 269,000	9.61	\$ 1,041,000	\$ 62,000	\$ 1,103,000		
	Future 1/	3.06	\$ 91,000	\$ 1,000	\$ 92,000	0.86	\$ 111,000	\$ 49,000	\$ 160,000	0.47	\$ 138,000	\$ 3,000	\$ 141,000	-	\$ -	-	\$ -	4.39	\$ 340,000	\$ 53,000	\$ 393,000		
	Total	7.31	\$ 242,000	\$ 12,000	\$ 254,000	3.10	\$ 315,000	\$ 97,000	\$ 412,000	3.59	\$ 546,000	\$ 6,000	\$ 552,000	1	\$ 9,000	1	\$ 269,000	14.00	\$ 1,381,000	\$ 115,000	\$ 1,496,000		
	Total needs, Primary System	67.05	\$ 2,403,000	\$ 264,000	\$ 2,667,000	33.20	\$ 4,114,000	\$ 645,000	\$ 4,759,000	5.80	\$ 697,000	\$ 34,000	\$ 731,000	21	\$ 858,000	12	\$ 3,000,000	106.05	\$ 11,072,000	\$ 943,000	\$ 12,015,000	Bureau	
	Federal-aid Secondary, rural needs:																						
	Present	8.0	\$ 66,365	\$ -	\$ 66,365	23.6	\$ 167,760	\$ 2,300	\$ 170,060	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	31.6	\$ 234,125	\$ 2,300	\$ 236,425		
	Future 3/	2.8	\$ 26,600	\$ -	\$ 26,600	27.5	\$ 154,685	\$ 2,150	\$ 156,835	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	30.3	\$ 181,285	\$ 2,150	\$ 183,435		
	Total	10.8	\$ 92,965	\$ -	\$ 92,965	51.1	\$ 322,445	\$ 4,450	\$ 326,895	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	61.9	\$ 415,410	\$ 4,450	\$ 419,860		
	Total, All needs	77.85	\$ 2,495,965	\$ 264,000	\$ 2,759,965	84.30	\$ 4,436,445	\$ 649,450	\$ 5,085,895	5.80	\$ 697,000	\$ 34,000	\$ 731,000	21	\$ 858,000	12	\$ 3,000,000	167.95	\$ 11,487,410	\$ 947,450	\$ 12,434,860		
Calhoun	Primary System, rural needs:																						
	Present	11.72	\$ 341,000	\$ 26,000	\$ 367,000	9.72	\$ 176,000	\$ 3,000	\$ 179,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	21.44	\$ 517,000	\$ 29,000	\$ 546,000		
	Future 1/	-	\$ -	\$ -	\$ -	3.30	\$ 45,000	\$ -	\$ 45,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	3.30	\$ 45,000	\$ -	\$ 45,000		
	Total	11.72	\$ 341,000	\$ 26,000	\$ 367,000	13.02	\$ 221,000	\$ 3,000	\$ 224,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	24.74	\$ 562,000	\$ 29,000	\$ 591,000		
	Primary System, urban needs: 2/																						
	Present	1.49	\$ 43,000	\$ 4,000	\$ 47,000	-	\$ -	\$ -	\$ -	1.00	\$ 127,000	\$ -	\$ 127,000	2	\$ 43,000	-	\$ -	2.49	\$ 213,000	\$ 4,000	\$ 217,000		
	Future 1/	-	\$ -	\$ -	\$ -	0.53	\$ 7,000	\$ -	\$ 7,000	1.00	\$ 127,000	\$ -	\$ 127,000	2	\$ 43,000	-	\$ -	0.53	\$ 7,000	\$ -	\$ 7,000		
	Total	1.49	\$ 43,000	\$ 4,000	\$ 47,000	0.53	\$ 7,000	\$ -	\$ 7,000	1.00	\$ 127,000	\$ -	\$ 127,000	2	\$ 43,000	-	\$ -	3.02	\$ 220,000	\$ 4,000	\$ 224,000	Calhoun	
	Total needs, Primary System	13.21	\$ 384,000	\$ 30,000	\$ 414,000	13.55	\$ 228,000	\$ 3,000	\$ 231,000	1.00	\$ 127,000	\$ -	\$ 127,000	2	\$ 43,000	-	\$ -	27.76	\$ 782,000	\$ 33,000	\$ 815,000		
	Federal-aid Secondary, rural needs:																						
	Present	15.5	\$ 98,350	\$ -	\$ 98,350	11.9	\$ 101,125	\$ 1,000	\$ 102,125	-	\$ -	\$ -	\$ -	4	\$ 47,850	-	\$ -	27.4	\$ 247,325	\$ 1,000	\$ 248,325		
	Future 3/	-	\$ -	\$ -	\$ -	11.9	\$ 101,125	\$ 1,000	\$ 102,125	-	\$ -	\$ -	\$ -	4	\$ 47,850	-	\$ -	27.4	\$ 247,325	\$ 1,000	\$ 248,325		
	Total	28.71	\$ 482,350	\$ 30,000	\$ 512,350	25.45	\$ 329,125	\$ 4,000	\$ 333,125	1.00	\$ 127,000	\$ -	\$ 127,000	6	\$ 90,850	-	\$ -	55.16	\$ 1,029,325	\$ 34,000	\$ 1,063,325		
Carroll	Primary System, rural needs:																						
	Present	21.75	\$ 856,000	\$ 90,000	\$ 946,000	13.09	\$ 1,046,000	\$ 96,000	\$ 1,142,000	-	\$ -	\$ -	\$ -	6	\$ 117,000	2	\$ 442,000	34.84	\$ 2,461,000	\$ 186,000	\$ 2,647,000		
	Future 1/	10.10	\$ 227,000	\$ -	\$ 227,000	13.09	\$ 1,046,000	\$ 96,000	\$ 1,142,000	-	\$ -	\$ -	\$ -	2	\$ 45,000	-	\$ -	10.10	\$ 272,000	\$ -	\$ 272,000		
	Total	31.85	\$ 1,083,000	\$ 90,000	\$ 1,173,000	-	\$ 1,046,000	\$ 96,000	\$ 1,142,000	-	\$ -	\$ -	\$ -	8	\$ 162,000	2	\$ 442,000	44.94	\$ 2,733,000	\$ 186,000	\$ 2,919,000		
	Primary System, urban needs: 2/																						
	Present	1.10	\$ 41,000	\$ 3,000	\$ 44,000	0.57	\$ 45,000	\$ 9,000	\$ 54,000	0.27	\$ 36,000	\$ -	\$ 36,000	1	\$ 61,000	-	\$ -	1.94	\$ 183,000	\$ 12,000	\$ 195,000</td		

Christ

Clark

Clay

Clinto

Coles

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures			Total All Work				County
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost		
Christian	Primary System, rural needs:	23.03	\$ 905,000	\$ 84,000	\$ 989,000	30.77	\$3,072,000	\$329,000	\$3,401,000	1.05	\$ 240,000	\$ 31,000	\$ 271,000	10	\$ 356,000	2	\$ 555,000	54.85	\$ 5,128,000	\$ 444,000	\$ 5,572,000		
	Present	18.13	\$ 596,000	\$ 56,000	\$ 652,000					1.05	\$ 240,000	\$ 31,000	\$ 271,000	2	\$ 36,000	2	\$ 555,000	18.13	\$ 632,000	\$ 56,000	\$ 688,000		
	Future 1/	41.16	\$1,501,000	\$140,000	\$1,641,000	30.77	\$3,072,000	\$329,000	\$3,401,000							2	\$ 555,000	72.98	\$ 5,760,000	\$ 500,000	\$ 6,260,000		
	Total																						
	Primary System, urban needs: 2/	2.04	\$ 86,000	\$ 2,000	\$ 88,000	6.34	\$ 904,000	\$ 78,000	\$ 982,000	1.59	\$ 202,000	\$ 8,000	\$ 210,000	-	\$ -	-	\$ -	9.97	\$ 1,192,000	\$ 88,000	\$ 1,280,000		
	Present	3.16	\$ 97,000	-	\$ 97,000					1.59	\$ 202,000	\$ 8,000	\$ 210,000	-	\$ -	-	\$ -	3.16	\$ 97,000	\$ 97,000	\$ 197,000		
	Future 1/	5.20	\$ 183,000	\$ 2,000	\$ 185,000	6.34	\$ 904,000	\$ 78,000	\$ 982,000									13.13	\$ 1,289,000	\$ 88,000	\$ 1,377,000	Christian	
	Total																						
Christian	Total needs, Primary System	46.36	\$1,684,000	\$142,000	\$1,826,000	37.11	\$3,976,000	\$407,000	\$4,383,000	2.64	\$ 442,000	\$ 39,000	\$ 481,000	12	\$ 392,000	2	\$ 555,000	86.11	\$ 7,049,000	\$ 588,000	\$ 7,637,000		
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	73.6	\$1,128,770	\$43,580	\$1,172,350	-	\$ -	\$ -	\$ -	14	\$ 565,112	1	\$ 425,000	73.6	\$ 2,118,882	\$ 43,580	\$ 2,162,462		
	Present	-	-	-	-					-							14	\$ 565,112	73.6	\$ 2,118,882	\$ 43,580	\$ 2,162,462	
	Future 3/	-	-	-	-					-							1	\$ 425,000					
	Total																						
	Total, All needs	46.36	\$1,684,000	\$142,000	\$1,826,000	110.71	\$5,104,770	\$450,580	\$5,555,350	2.64	\$ 442,000	\$ 39,000	\$ 481,000	26	\$ 957,112	3	\$ 980,000	159.71	\$ 9,167,882	\$ 631,580	\$ 9,799,462		
Clark	Primary System, rural needs:	2.26	\$ 95,000	\$ 10,000	\$ 105,000	44.83	\$4,339,000	\$830,000	\$5,169,000	-	\$ -	\$ -	\$ -	17	\$ 577,000	5	\$ 902,000	47.09	\$ 5,913,000	\$ 840,000	\$ 6,753,000		
	Present	11.99	\$ 373,000	-	\$ 373,000				0.00	\$ 2,110,000	\$ 4,000	\$ 2,114,000	15	\$ 508,000	2	\$ 405,000	11.99	\$ 3,396,000	\$ 4,000	\$ 3,400,000			
	Future 1/	14.25	\$ 468,000	\$ 10,000	\$ 478,000	44.83	\$4,339,000	\$830,000	\$5,169,000	0.00	\$ 2,110,000	\$ 4,000	\$ 2,114,000	32	\$ 1,085,000	7	\$ 1,307,000	59.08	\$ 9,309,000	\$ 844,000	\$ 10,153,000		
	Total																						
	Primary System, urban needs: 2/	0.53	\$ 22,000	\$ -	\$ 22,000	3.56	\$ 558,000	\$ 14,000	\$ 572,000	-	\$ -	\$ -	\$ -	1	\$ 19,000	1	\$ 396,000	4.09	\$ 995,000	\$ 14,000	\$ 1,009,000		
	Present	0.49	\$ 9,000	-	\$ 9,000				0.00	\$ 85,000	\$ -	\$ 85,000	1	\$ 19,000	-	\$ -	0.49	\$ 113,000	\$ -	\$ 113,000			
	Future 1/	1.02	\$ 31,000	\$ -	\$ 31,000	3.56	\$ 558,000	\$ 14,000	\$ 572,000	0.00	\$ 85,000	\$ -	\$ 85,000	2	\$ 38,000	1	\$ 396,000	4.58	\$ 1,108,000	\$ 14,000	\$ 1,122,000	Clark	
	Total																						
Clark	Total needs, Primary System	15.27	\$ 499,000	\$ 10,000	\$ 509,000	48.39	\$4,897,000	\$844,000	\$5,741,000	0.00	\$ 2,195,000	\$ 4,000	\$ 2,199,000	34	\$ 1,123,000	8	\$ 1,703,000	63.66	\$ 10,417,000	\$ 858,000	\$ 11,275,000		
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	37.9	\$ 348,030	\$ -	\$ 348,030	-	\$ -	\$ -	\$ -	5	\$ 118,880	-	\$ -	37.9	\$ 466,910	\$ -	\$ 466,910		
	Present	-	-	-	-				0.00	\$ 85,040	\$ -	\$ 85,040	5	\$ 118,880	-	\$ -	16.2	\$ 85,040	\$ -	\$ 85,040			
	Future 3/	-	-	-	-				-	\$ 433,070	\$ -	\$ 433,070	5	\$ 118,880	-	\$ -	54.1	\$ 551,950	\$ -	\$ 551,950			
	Total																						
	Total, All needs	15.27	\$ 499,000	\$ 10,000	\$ 509,000	102.49	\$5,330,070	\$844,000	\$6,174,070	0.00	\$ 2,195,000	\$ 4,000	\$ 2,199,000	39	\$ 1,241,880	8	\$ 1,703,000	117.76	\$ 10,968,950	\$ 858,000	\$ 11,826,950		
Clay	Primary System, rural needs:	14.07	\$ 472,000	\$ 72,000	\$ 544,000	18.27	\$2,205,000	\$343,000	\$2,548,000	2.22	\$ 84,000	\$ -	\$ 84,000	21	\$ 1,141,000	4	\$ 827,000	34.56	\$ 4,729,000	\$ 415,000	\$ 5,144,000		
	Present	6.95	\$ 281,000	\$ 48,000	\$ 329,000				0.43	\$ 390,000	\$ 17,000	\$ 407,000	1	\$ 44,000	-	\$ -	7.38	\$ 715,000	\$ 65,000	\$ 780,000			
	Future 1/	21.02	\$ 753,000	\$ 120,000	\$ 873,000	18.27	\$2,205,000	\$343,000	\$2,548,000	2.65	\$ 474,000	\$ 17,000	\$ 491,000	22	\$ 1,185,000	4	\$ 827,000	41.94	\$ 5,444,000	\$ 480,000	\$ 5,924,000		
	Total																						
	Primary System, urban needs: 2/	0.05	\$ 2,000	\$ -	\$ 2,000	2.79	\$ 301,000	\$ 7,000	\$ 308,000	1.76	\$ 227,000	\$ 49,000	\$ 276,000	-	\$ -	-	\$ -	1.60	\$ 530,000	\$ 56,000	\$ 586,000		
	Present	0.08	\$ 4,0																				

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(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures			Total All Work			County			
		Miles	Construction Cost			Right-of-way Cost	Total Cost	Miles	Construction Cost			Right-of-way Cost	Total Cost	Miles	Construction Cost			Right-of-way Cost	Total Cost	Miles	Construction Cost				
			Construction Cost	Right-of-way Cost	Total Cost				Construction Cost	Right-of-way Cost	Total Cost				Number	Total Cost	Number	Total Cost			Construction Cost	Right-of-way Cost	Total Cost		
Cook	Primary System, rural needs:	20.62	\$ 948,000	\$ -	\$ 948,000	8.59	\$ 1,847,000	\$ 431,000	2,278,000	1.06	\$ 140,000	\$ 1,000	\$ 141,000	-	\$ -	13	\$ 3,530,000	30.27	\$ 6,465,000	\$ 432,000	\$ 6,897,000				
	Present	107.53	\$ 3,965,000	\$ -	\$ 3,965,000	1.84	\$ 163,000	-	163,000	3.86	\$ 414,000	\$ 386,000	\$ 800,000	-	\$ -	10	\$ 2,543,000	113.23	\$ 7,085,000	\$ 386,000	\$ 7,471,000				
	Future 1/	128.15	\$ 4,913,000	\$ -	\$ 4,913,000	10.43	\$ 2,010,000	\$ 431,000	\$ 2,441,000	4.92	\$ 554,000	\$ 387,000	\$ 941,000	-	\$ -	23	\$ 6,073,000	143.50	\$ 13,550,000	\$ 818,000	\$ 14,368,000				
	Total																								
	Primary System, urban needs: 2/	32.45	\$ 1,758,000	\$ -	\$ 1,758,000	6.15	\$ 2,378,000	\$ 294,000	\$ 2,672,000	2.38	\$ 548,000	\$ -	\$ 548,000	4	\$ 1,198,000	34	\$ 14,314,000	40.98	\$ 20,196,000	\$ 294,000	\$ 20,490,000				
	Present	67.50	\$ 3,376,000	\$ -	\$ 3,376,000	4.10	\$ 1,162,000	-	1,162,000	4.43	\$ 531,000	\$ 200,000	\$ 731,000	-	\$ -	31	\$ 15,417,000	76.03	\$ 20,486,000	\$ 200,000	\$ 20,686,000				
	Future 1/	99.95	\$ 5,134,000	\$ -	\$ 5,134,000	10.25	\$ 3,540,000	\$ 294,000	\$ 3,834,000	6.81	\$ 1,079,000	\$ 200,000	\$ 1,279,000	4	\$ 1,198,000	65	\$ 29,731,000	117.01	\$ 40,682,000	\$ 494,000	\$ 41,176,000				
	Total																								
Cook	Total needs, Primary System	228.10	\$ 10,047,000	\$ -	\$ 10,047,000	20.68	\$ 5,550,000	\$ 725,000	\$ 6,275,000	11.73	\$ 1,633,000	\$ 587,000	\$ 2,220,000	4	\$ 1,198,000	88	\$ 35,804,000	260.51	\$ 54,232,000	\$ 1,312,000	\$ 55,544,000	Cook			
	Federal-aid Secondary, rural needs:	7.1	\$ 614,400	\$ 49,600	\$ 664,000	4.6	\$ 325,200	\$ -	\$ 325,200	-	\$ -	\$ -	\$ -	5	\$ 709,300	11.7	\$ 1,673,900	49.600	\$ 1,723,500						
	Present	14.3	\$ 379,300	-	\$ 379,300	9.7	\$ 398,050	-	\$ 398,050	-	\$ -	\$ -	\$ -	-	\$ -	19.4	\$ 777,350		\$ 2,451,250	\$ 49,600	\$ 2,500,850				
	Future 3/	21.4	\$ 993,700	\$ 49,600	\$ 1,043,300	-	\$ 723,250	\$ -	\$ 723,250	-	\$ -	\$ -	\$ -	5	\$ 709,300	31.1	\$ 25,000								
	Total																								
	Total, All needs	249.50	\$ 11,040,700	\$ 49,600	\$ 11,090,300	30.38	\$ 6,273,250	\$ 725,000	\$ 6,998,250	11.73	\$ 1,633,000	\$ 587,000	\$ 2,220,000	9	\$ 1,907,300	88	\$ 35,829,000	291.61	\$ 56,683,250	\$ 1,361,600	\$ 58,044,850				
	Primary System, rural needs:	20.54	\$ 867,000	\$ 229,000	\$ 1,096,000	13.03	\$ 1,146,000	\$ 112,000	\$ 1,258,000	1.27	\$ 114,000	\$ -	\$ 114,000	14	\$ 451,000	-	\$ -	34.84	\$ 2,578,000	\$ 341,000	\$ 2,919,000				
	Present	6.50	\$ 108,000	-	\$ 108,000	-	\$ 1,146,000	\$ 112,000	\$ 1,258,000	1.27	\$ 114,000	\$ -	\$ 114,000	1	\$ 98,000	6.50	\$ 206,000								
Crawford	Future 1/	27.04	\$ 975,000	\$ 229,000	\$ 1,204,000	13.03	\$ 1,146,000	\$ 112,000	\$ 1,258,000	-	\$ 114,000	\$ -	\$ 114,000	15	\$ 549,000	-	\$ -	41.34	\$ 2,784,000	\$ 341,000	\$ 3,125,000				
	Total																								
	Primary System, urban needs: 2/	0.43	\$ 64,000	\$ -	\$ 64,000	-	\$ -	\$ -	\$ -	1.68	\$ 228,000	\$ 14,000	\$ 242,000	1	\$ 17,000	-	\$ -	2.11	\$ 309,000	\$ 14,000	\$ 323,000				
	Present	0.55	\$ 17,000	-	\$ 17,000	-	\$ 0.46	\$ 94,000	\$ 5,000	0.46	\$ 322,000	\$ 19,000	\$ 341,000	-	\$ 17,000	-	\$ -	1.01	\$ 111,000	\$ 5,000	\$ 116,000				
	Future 1/	0.98	\$ 81,000	\$ -	\$ 81,000	-	\$ -	\$ -	\$ -	2.14	\$ 322,000	\$ 19,000	\$ 341,000	1	\$ 17,000	-	\$ -	3.12	\$ 420,000	\$ 19,000	\$ 439,000				
	Total																								
	Total needs, Primary System	28.02	\$ 1,056,000	\$ 229,000	\$ 1,285,000	13.03	\$ 1,146,000	\$ 112,000	\$ 1,258,000	3.41	\$ 436,000	\$ 19,000	\$ 455,000	16	\$ 566,000	-	\$ -	44.46	\$ 3,204,000	\$ 360,000	\$ 3,564,000				
	Federal-aid Secondary, rural needs:	3.5	\$ 38,405	\$ -	\$ 38,405	41.5	\$ 631,935	\$ 8,720	\$ 640,655	-	\$ -	\$ -	\$ -	6	\$ 583,700	-	\$ -	45.0	\$ 1,254,040	\$ 8,720	\$ 1,262,760				
	Present	-	\$ 38,405	\$ -	\$ 38,405	41.5	\$ 631,935	\$ 8,720	\$ 640,655	-	\$ -	\$ -	\$ -	6	\$ 583,700	-	\$ -	45.0	\$ 1,254,040	\$ 8,720	\$ 1,262,760				
	Future 3/	3.5	\$ 38,405	\$ -	\$ 38,405	54.53	\$ 1,777,935	\$ 120,720	\$ 1,898,655	3.41	\$ 436,000	\$ 19,000	\$ 455,000	22	\$ 1,149,700	-	\$ -	89.46	\$ 4,458,040	\$ 368,720	\$ 4,826,760				
Cumberland	Primary System, rural needs:	7.31	\$ 186,000	\$ 48,000	\$ 234,000	3.80	\$ 642,000	\$ 123,000	\$ 765,000	8.28	\$ -	\$ -	\$ -	2	\$ 48,000	-	\$ -	11.11	\$ 876,000	\$ 171,000	\$ 1,047,000				
	Present	24.98	\$ 77,000	-	\$ 77,000	-	\$ 642,000	\$ 123,000	\$ 765,000	8.28	\$ 759,000	\$ -	\$ 759,000	9	\$ 358,000	-</td									

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IMPROVEMENTS NEEDED TO MEET PRESENT DEFICIENCIES OF THE PRIMARY AND FEDERAL-AID SECONDARY HIGHWAY SYSTEMS AND THOSE ESTIMATED TO OCCUR IN THE PERIOD 1952 TO 1960 INCLUSIVE

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				Total All Work				County					
		Miles		Construction Cost	Right-of-way Cost	Total Cost	Miles		Construction Cost	Right-of-way Cost	Total Cost	Miles		Construction Cost	Right-of-way Cost	Total Cost	Number		Total Cost	Number		Total Cost	Miles		Construction Cost	Right-of-way Cost	Total Cost		
Douglas	Primary System, rural needs:	5.97	\$ 203,000	\$ -	\$ 203,000	15.48	\$ 1,389,000	\$ 212,000	\$ 1,601,000	-	\$ -	\$ -	\$ -	6	\$ 140,000	21.45	\$ 2,307,000	\$ 212,000	\$ 2,519,000	26.01	\$ 1,098,000	\$ 1,000	\$ 1,099,000	47.40	\$ 3,405,000	\$ 213,000	\$ 3,618,000	Douglas	
	Present	26.01	\$ 906,000	\$ 1,000	\$ 907,000	-	\$ 1,389,000	\$ 212,000	\$ 1,601,000	-	\$ -	\$ -	\$ -	14	\$ 332,000	2	\$ 575,000	-	\$ 575,000	47.40	\$ 3,405,000	\$ 213,000	\$ 3,618,000						
	Future 1/	31.98	\$ 1,109,000	\$ 1,000	\$ 1,110,000	15.48	\$ 1,389,000	\$ 212,000	\$ 1,601,000	-	\$ -	\$ -	\$ -	-	\$ -	2	\$ 575,000	26.01	\$ 1,098,000	\$ 1,000	\$ 1,099,000	47.40	\$ 3,405,000	\$ 213,000	\$ 3,618,000				
	Total	-	\$ -	\$ -	\$ -	1.66	\$ 162,000	\$ 15,000	\$ 177,000	-	\$ -	\$ -	\$ -	-	\$ -	2	\$ 465,000	1.66	\$ 627,000	\$ 15,000	\$ 642,000	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.91	\$ 639,000	\$ 16,000	\$ 655,000
	Primary System, urban needs: 2/	-	\$ -	\$ -	\$ -	1.66	\$ 162,000	\$ 15,000	\$ 177,000	-	\$ -	\$ -	\$ -	-	\$ -	2	\$ 465,000	1.66	\$ 627,000	\$ 15,000	\$ 642,000	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.91	\$ 639,000	\$ 16,000	\$ 655,000
	Present	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.66	\$ 162,000	\$ 15,000	\$ 177,000	-	\$ -	\$ -	\$ -	-	\$ -	2	\$ 465,000	1.66	\$ 627,000	\$ 15,000	\$ 642,000	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.91	\$ 639,000	\$ 16,000	\$ 655,000
	Future 1/	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.66	\$ 162,000	\$ 15,000	\$ 177,000	-	\$ -	\$ -	\$ -	-	\$ -	2	\$ 465,000	1.66	\$ 627,000	\$ 15,000	\$ 642,000	0.25	\$ 12,000	\$ 1,000	\$ 13,000	1.91	\$ 639,000	\$ 16,000	\$ 655,000
	Total	32.23	\$ 1,121,000	\$ 2,000	\$ 1,123,000	17.14	\$ 1,551,000	\$ 227,000	\$ 1,778,000	-	\$ -	\$ -	\$ -	14	\$ 332,000	4	\$ 1,040,000	49.37	\$ 4,044,000	\$ 229,000	\$ 4,273,000	39.6	\$ 433,330	\$ 4,000	\$ 437,330	38.166	\$ 471,496	\$ 4,000	\$ 475,496
	Total needs, Primary System	32.23	\$ 1,121,000	\$ 2,000	\$ 1,123,000	17.14	\$ 1,551,000	\$ 227,000	\$ 1,778,000	-	\$ -	\$ -	\$ -	14	\$ 332,000	4	\$ 1,040,000	49.37	\$ 4,044,000	\$ 229,000	\$ 4,273,000	39.6	\$ 433,330	\$ 4,000	\$ 437,330	38.166	\$ 471,496	\$ 4,000	\$ 475,496
	Federal-aid Secondary, rural needs:	6.8	\$ 3,500	\$ -	\$ 3,500	32.8	\$ 359,730	\$ 4,000	\$ 363,730	-	\$ -	\$ -	\$ -	2	\$ 70,100	-	\$ -	39.6	\$ 433,330	\$ 4,000	\$ 437,330	11.2	\$ 471,496	\$ 4,000	\$ 475,496				
	Present	-	\$ -	\$ -	\$ -	32.8	\$ 359,730	\$ 4,000	\$ 363,730	-	\$ -	\$ -	\$ -	1	\$ 12,400	-	\$ -	50.8	\$ 471,496	\$ 4,000	\$ 475,496	11.2	\$ 471,496	\$ 4,000	\$ 475,496				
	Future 3/	6.8	\$ 3,500	\$ -	\$ 3,500	32.8	\$ 385,496	\$ 4,000	\$ 389,496	-	\$ -	\$ -	\$ -	3	\$ 82,500	-	\$ -	100.17	\$ 4,515,496	\$ 233,000	\$ 4,748,496	100.17	\$ 4,515,496	\$ 233,000	\$ 4,748,496				
	Total	39.03	\$ 1,124,500	\$ 2,000	\$ 1,126,500	61.14	\$ 1,936,496	\$ 231,000	\$ 2,167,496	-	\$ -	\$ -	\$ -	17	\$ 414,500	4	\$ 1,040,000	100.17	\$ 4,515,496	\$ 233,000	\$ 4,748,496	36.81	\$ 13,700,000	\$ 1,466,000	\$ 15,166,000	24.44	\$ 2,955,000	\$ 36,000	\$ 2,991,000
Du Page	Primary System, rural needs:	8.37	\$ 382,000	\$ 80,000	\$ 462,000	20.89	\$ 5,657,000	\$ 1,353,000	\$ 7,010,000	7.55	\$ 890,000	\$ 33,000	\$ 923,000	4	\$ 337,000	25	\$ 6,434,000	36.81	\$ 1,466,000	\$ 15,166,000	\$ 15,166,000	24.44	\$ 2,955,000	\$ 36,000	\$ 2,991,000	Du Page			
	Present	15.72	\$ 617,000	\$ 31,000	\$ 648,000	20.89	\$ 284,000	\$ 5,000	\$ 289,000	8.37	\$ 1,285,000	\$ -	\$ 1,285,000	-	\$ -	5	\$ 769,000	24.44	\$ 16,655,000	\$ 1,502,000	\$ 18,157,000	61.25	\$ 7,203,000	\$ 1,502,000	\$ 8,705,000				
	Future 1/	24.09	\$ 999,000	\$ 111,000	\$ 1,110,000	21.24	\$ 5,941,000	\$ 1,358,000	\$ 7,299,000	15.92	\$ 2,175,000	\$ 33,000	\$ 2,208,000	4	\$ 337,000	30	\$ 7,203,000	61.25	\$ 16,655,000	\$ 1,502,000	\$ 18,157,000	61.25	\$ 7,203,000	\$ 1,502,000	\$ 8,705,000				
	Total	-	\$ -	\$ -	\$ -	21.24	\$ 5,941,000	\$ 1,358,000	\$ 7,299,000	-	\$ -	\$ -	\$ -	4	\$ 337,000	30	\$ 7,203,000	61.25	\$ 16,655,000	\$ 1,502,000	\$ 18,157,000	61.25	\$ 7,203,000	\$ 1,502,000	\$ 8,705,000				
	Primary System, urban needs: 2/	2.86	\$ 184,000	\$ 46,000	\$ 230,000	1.87	\$ 466,000	\$ 141,000	\$ 607,000	3.55	\$ 592,000	\$ 159,000	\$ 751,000	-	\$ -	4	\$ 1,871,000	8.28	\$ 3,113,000	\$ 346,000	\$ 3,459,000	6.97	\$ 573,000	\$ 42,000	\$ 615,000				
	Present	6.97	\$ 495,000	\$ 42,000	\$ 537,000	1.87	\$ 466,000	\$ 141,000	\$ 607,000	3.55	\$ 670,000	\$ 159,000	\$ 829,000	-	\$ -	4	\$ 1,871,000	8.28	\$ 3,113,000	\$ 346,000	\$ 3,459,000	6.97	\$ 573,000	\$ 42,000	\$ 615,000				
	Future 1/	9.83	\$ 679,000	\$ 88,000	\$ 767,000	1.87	\$ 466,000	\$ 141,000	\$ 607,000	3.55	\$ 670,000	\$ 159,000	\$ 829,000	-	\$ -	4	\$ 1,871,000	8.28	\$ 3,113,000	\$ 346,000	\$ 3,459,000	6.97	\$ 573,000	\$ 42,000	\$ 615,000				

Fayett

Ford

Frankl

Fultor

Galla

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures			Total All Work				County		
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost				
Fayette	Primary System, rural needs:	14.63	\$ 477,000	\$ 23,000	\$ 500,000	10.15	\$ 1,099,000	\$ 83,000	\$ 1,182,000	0.02	\$ 3,000	\$ -	\$ 3,000	15	\$ 1,014,000	-	\$ -	24.80	\$ 2,593,000	\$ 106,000	\$ 2,699,000				
		12.86	\$ 573,000	\$ 81,000	\$ 654,000	12.95	\$ 970,000	\$ 126,000	\$ 1,096,000	0.65	\$ 902,000	\$ 196,000	\$ 1,098,000	5	\$ 253,000	2	\$ 512,000	26.46	\$ 3,210,000	\$ 403,000	\$ 3,613,000				
		27.49	\$ 1,050,000	\$ 104,000	\$ 1,154,000	23.10	\$ 2,069,000	\$ 209,000	\$ 2,278,000	0.67	\$ 905,000	\$ 196,000	\$ 1,101,000	20	\$ 1,267,000	2	\$ 512,000	51.26	\$ 5,803,000	\$ 509,000	\$ 6,312,000				
		Primary System, urban needs: 2/	0.45	\$ 16,000	\$ -	\$ 16,000	2.57	\$ 445,000	\$ 62,000	\$ 507,000	0.08	\$ 13,000	\$ 3,000	\$ 16,000	-	\$ -	2	\$ 544,000	3.10	\$ 1,018,000	\$ 65,000	\$ 1,083,000			
		Present	-	-	-	-	314,000	39,000	353,000	0.20	70,000	-	70,000	-	-	-	-	2.87	384,000	39,000	423,000				
		Future 1/	-	-	-	-	\$ 759,000	\$ 101,000	\$ 860,000	0.28	\$ 83,000	\$ 3,000	\$ 86,000	-	\$ -	2	\$ 544,000	5.97	\$ 1,402,000	\$ 104,000	\$ 1,506,000				
		Total	0.45	\$ 16,000	\$ -	\$ 16,000	5.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Total needs, Primary System	27.94	\$ 1,066,000	\$ 104,000	\$ 1,170,000	28.34	\$ 2,828,000	\$ 310,000	\$ 3,138,000	0.95	\$ 988,000	\$ 199,000	\$ 1,187,000	20	\$ 1,267,000	4	\$ 1,056,000	57.23	\$ 7,205,000	\$ 613,000	\$ 7,818,000	Fayette		
		Federal-aid Secondary, rural needs:	13.4	\$ 98,630	\$ -	\$ 98,630	67.1	\$ 487,710	\$ 20,720	\$ 508,430	-	\$ -	\$ -	\$ -	2	\$ 23,400	-	\$ -	80.5	\$ 609,740	\$ 20,720	\$ 630,460			
		Present	-	-	-	-	12,235	-	52,665	0.43	499,945	\$ 20,720	\$ 621,975	2	\$ 23,400	-	\$ -	86.0	12,235	\$ 20,720	\$ 642,695				
		Total	13.4	\$ 98,630	\$ -	\$ 98,630	72.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Total, All needs	41.34	\$ 1,164,630	\$ 104,000	\$ 1,268,630	100.94	\$ 3,327,945	\$ 330,720	\$ 3,658,665	0.95	\$ 988,000	\$ 199,000	\$ 1,187,000	22	\$ 1,290,400	4	\$ 1,056,000	143.23	\$ 7,826,975	\$ 633,720	\$ 8,460,695			
Ford	Primary System, rural needs:	22.21	\$ 812,000	\$ 96,000	\$ 908,000	10.32	\$ 912,000	\$ 113,000	\$ 1,025,000	1.17	\$ 82,000	\$ -	\$ 82,000	3	\$ 94,000	-	\$ -	33.70	\$ 1,900,000	\$ 209,000	\$ 2,109,000				
		Present	-	-	-	-	1,225,000	96,000	1,321,000	0.00	189,000	-	189,000	12	\$ 353,000	-	\$ -	37.48	1,767,000	96,000	1,863,000				
		Future 1/	-	-	-	-	\$ 2,037,000	\$ 192,000	\$ 2,229,000	1.17	\$ 271,000	\$ -	\$ 271,000	15	\$ 447,000	-	\$ -	71.18	\$ 3,667,000	\$ 305,000	\$ 3,972,000				
		Total	59.69	\$ 2,037,000	\$ 192,000	\$ 2,229,000	10.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Primary System, urban needs: 2/	0.69	\$ 40,000	\$ -	\$ 40,000	2.05	\$ 406,000	\$ 29,000	\$ 435,000	1.99	\$ 164,000	\$ -	\$ 164,000	-	\$ -	3	\$ 516,000	4.73	\$ 1,126,000	\$ 29,000	\$ 1,155,000			
		Present	-	-	-	-	13,000	0.09	13,000	0.00	17,000	-	17,000	-	-	-	-	0.43	30,000	0.43	30,000				
		Future 1/	-	-	-	-	\$ 53,000	\$ -	\$ 53,000	2.14	\$ 423,000	\$ 29,000	\$ 452,000	1.99	\$ 164,000	\$ -	\$ -	3	\$ 516,000	5.16	\$ 1,156,000	\$ 29,000	\$ 1,185,000		
		Total	1.03	\$ 53,000	\$ -	\$ 53,000	2.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		Total needs, Primary System	60.72	\$ 2,090,000	\$ 192,000	\$ 2,282,000	12.46	\$ 1,335,000	\$ 142,000	\$ 1,477,000	3.16	\$ 435,000	\$ -	\$ 435,000	15	\$ 447,000	3	\$ 516,000	76.34	\$ 4,823,000	\$ 334,060	\$ 5,157,000	Ford		
		Federal-aid Secondary, rural needs:	-	-	-	-	23.4	\$ 232,440	\$ -	\$ 232,440	-	\$ -	\$ -	\$ -	4	\$ 79,000	-	\$ -	23.4	\$ 311,440	\$ -	\$ 311,440			
		Present	-	-	-	-	23.4	\$ 232,440	\$ -	\$ 232,440	-	\$ -	\$ -	\$ -	4	\$ 79,000	-	\$ -	23.4	\$ 311,440	\$ -	\$ 311,440			
		Total	-	-	-	-	23.4	\$ 232,440	\$ -	\$ 232,440	-	\$ -	\$ -	\$ -	4	\$ 79,000	-	\$ -	23.4	\$ 311,440	\$ -	\$ 311,440			
		Total, All needs	60.72	\$ 2,090,000	\$ 192,000	\$ 2,282,000	35.86	\$ 1,567,440	\$ 142,000	\$ 1,709,440	3.16	\$ 435,000	\$ -	\$ 435,000	19	\$ 526,000	3	\$ 516,000	99.74	\$ 5,134,440	\$ 334,000	\$ 5,468,440			
Franklin	Primary System, rural needs:	48.45	\$ 2,066,000	\$ 314,000	\$ 2,380,000	16.90	\$ 1,017,000	\$ 132,000	\$ 1,149,000	1.20	\$ 105,000	\$ 47,000	\$ 152,000	18	\$ 831,000	-	\$ -	60.55	\$ 4,019,000	\$ 493,000	\$ 4,512,000				
		Present	-	-	-	-	378,000	39,000	417,000	0.00	406,000														

C

Greene

Grundy

Hamil

Hanco

Hardi

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County	
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost		
Greene	Primary System, rural needs:																						Greene
	Present	9.63	\$ 425,000	\$ 56,000	\$ 481,000	8.87	\$ 875,000	\$ 117,000	\$ 992,000	-	\$ -	\$ -	\$ -	9	\$ 738,000	-	\$ -	18.50	\$ 2,038,000	\$ 173,000	\$ 2,211,000		
	Future 1/	0.30	\$ 4,000	\$ -	\$ 4,000	1.82	\$ 32,000	\$ -	\$ 32,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	2.12	\$ -	\$ -	\$ 36,000		
	Total	9.93	\$ 429,000	\$ 56,000	\$ 485,000	10.69	\$ 907,000	\$ 117,000	\$ 1,024,000	-	\$ -	\$ -	\$ -	9	\$ 738,000	-	\$ -	20.62	\$ 2,074,000	\$ 173,000	\$ 2,247,000		
	Primary System, urban needs: 2/																						
	Present	0.50	\$ 26,000	\$ 2,000	\$ 28,000	1.23	\$ 107,000	\$ 8,000	\$ 115,000	2.33	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	4.06	\$ 466,000	\$ 10,000	\$ 476,000		
	Future 1/	0.97	\$ 46,000	\$ -	\$ 46,000	-	\$ 107,000	\$ 8,000	\$ 115,000	2.33	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	0.97	\$ 512,000	\$ 10,000	\$ 522,000		
	Total	1.47	\$ 72,000	\$ 2,000	\$ 74,000	1.23	\$ 107,000	\$ 8,000	\$ 115,000	2.33	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	5.03	\$ 776,568	\$ 27,760	\$ 804,328		
Grundy	Total needs, Primary System	11.40	\$ 501,000	\$ 58,000	\$ 559,000	11.92	\$ 1,014,000	\$ 125,000	\$ 1,139,000	2.33	\$ 333,000	\$ -	\$ 333,000	9	\$ 738,000	-	\$ -	25.65	\$ 2,586,000	\$ 183,000	\$ 2,769,000		
	Federal-aid Secondary, rural needs:																						
	Present	-	\$ -	\$ -	\$ -	57.2	\$ 749,468	\$ 27,760	\$ 777,228	-	\$ -	\$ -	\$ -	1	\$ 11,700	-	\$ -	57.2	\$ 761,168	\$ 27,760	\$ 788,928		
	Future 3/	2.3	\$ 15,400	\$ -	\$ 15,400	57.2	\$ 749,468	\$ 27,760	\$ 777,228	-	\$ -	\$ -	\$ -	1	\$ 11,700	-	\$ -	2.3	\$ 776,568	\$ 27,760	\$ 804,328		
	Total	13.70	\$ 516,400	\$ 58,000	\$ 574,400	69.12	\$ 1,763,468	\$ 152,760	\$ 1,916,228	2.33	\$ 333,000	\$ -	\$ 333,000	10	\$ 749,700	-	\$ -	85.15	\$ 3,362,568	\$ 210,760	\$ 3,573,328		
	Primary System, rural needs:																						
	Present	19.73	\$ 733,000	\$ 27,000	\$ 760,000	15.48	\$ 1,999,000	\$ 512,000	\$ 2,511,000	6.95	\$ 776,000	\$ -	\$ 776,000	9	\$ 412,000	4	\$ 765,000	42.16	\$ 4,685,000	\$ 539,000	\$ 5,224,000		
	Future 1/	18.24	\$ 671,000	\$ -	\$ 671,000	-	\$ 1,404,000	\$ 27,000	\$ 1,431,000	15.48	\$ 1,999,000	\$ 512,000	\$ 2,511,000	11.06	\$ 313,000	8	\$ 510,000	22.35	\$ 2,298,000	\$ 21,000	\$ 2,319,000		
	Total	37.97	\$ 1,404,000	\$ 27,000	\$ 1,431,000	-	\$ 1,999,000	\$ 512,000	\$ 2,511,000	11.06	\$ 313,000	\$ 21,000	\$ 334,000	17	\$ 922,000	5	\$ 1,345,000	64.51	\$ 6,983,000	\$ 560,000	\$ 7,543,000		
Grundy	Primary System, urban needs: 2/																						
	Present	1.89	\$ 75,000	\$ 1,000	\$ 76,000	-	\$ -	\$ -	\$ -	1.08	\$ 184,000	\$ -	\$ 184,000	1	\$ 1,500,000	3	\$ 1,093,000	2.97	\$ 2,852,000	\$ 1,000	\$ 2,853,000		
	Future 1/	0.35	\$ 14,000	\$ -	\$ 14,000	-	\$ 89,000	\$ 1,000	\$ 90,000	-	\$ -	\$ -	\$ -	1.74	\$ 179,000	2.09	\$ 193,000	2.82	\$ 3,045,000	\$ 1,000	\$ 3,046,000		
	Total	2.24	\$ 89,000	\$ 1,000	\$ 90,000	-	\$ -	\$ -	\$ -	2.82	\$ 363,000	\$ -	\$ 363,000	1	\$ 1,500,000	3	\$ 1,093,000	5.06	\$ 10,028,000	\$ 561,000	\$ 10,589,000		
	Total needs, Primary System	40.21	\$ 1,493,000	\$ 28,000	\$ 1,521,000	15.48	\$ 1,999,000	\$ 512,000	\$ 2,511,000	13.88	\$ 1,676,000	\$ 21,000	\$ 1,697,000	18	\$ 2,422,000	8	\$ 2,438,000	69.57	\$ 10,338,400	\$ 567,500	\$ 10,905,900		
	Federal-aid Secondary, rural needs:																						
	Present	-	\$ -	\$ -	\$ -	14.2	\$ 200,400	\$ 6,500	\$ 206,900	-	\$ -	\$ -	\$ -	2	\$ 99,000	-	\$ -	14.2	\$ 299,400	\$ 6,500	\$ 305,900		
	Future 3/	-	\$ -	\$ -	\$ -	18.2	\$ 211,400	\$ 6,500	\$ 217,900	-	\$ -	\$ -	\$ -	2	\$ 99,000	-	\$ -	18.2	\$ 310,400	\$ 6,500	\$ 316,900		
	Total	40.21	\$ 1,493,000	\$ 28,000	\$ 1,521,000	33.68	\$ 2,210,400	\$ 518,500	\$ 2,728,900	13.88	\$ 1,676,000	\$ 21,000	\$ 1,697,000	20	\$ 2,521,000	8	\$ 2,438,000	87.77	\$ 10,338,400	\$ 567,500	\$ 10,905,900		
Hamilton	Primary System, rural needs:																						Hamilton
	Present	24.09	\$ 989,000	\$ 73,000	\$ 1,062,000	4.81	\$ 394,000	\$ 37,000	\$ 431,000	-	\$ -	\$ -	\$ -	9	\$ 171,000	-	\$ -	28.90	\$ 1,554,000	\$ 110,000	\$ 1,664,000		
	Future 1/	1.07	\$ 33,000	\$ -	\$ 33,000	-	\$ 1,022,000	\$ 73,000	\$ 1,095,000	4.81	\$ 394,000	\$ 37,000	\$ 431,000	-	\$ -	-	\$ -	29.97	\$ 1,587,000	\$ 110,000	\$ 1,697,000		
	Total	25.16	\$ 1,022,000	\$ 73,000	\$ 1,095,000	-	\$ 1,022,000	\$ 73,000	\$ 1,095,000	4.81	\$ 394,000	\$ 37,000	\$ 431,000	-	\$ -	-	\$ -	-	\$ -				
	Primary System, urban needs: 2/																						
	Present	1.86	\$ 79,000	\$ 5,000	\$ 84,000	0.00</																	

Hende

Henry

Iroquo

Jacks

Jaspe

(Reported in the Survey of Highway Needs of January 1, 1950, as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work			County	
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Henderson	Primary System, rural needs:	19.23	\$ 741,000	\$ 79,000	\$ 820,000	3.23	\$ 291,000	\$ 37,000	\$ 328,000	-	\$ -	\$ -	\$ -	4	\$ 313,000	1	\$ 178,000	22.46	\$ 1,523,000	\$ 116,000	\$ 1,639,000	
	Present	16.13	\$ 337,000	-	\$ 337,000	-	-	-	-	-	-	-	-	2	\$ 66,000	-	-	16.13	\$ 403,000	\$ -	\$ 403,000	
	Future 1/	35.36	\$ 1,078,000	\$ 79,000	\$ 1,157,000	3.23	\$ 291,000	\$ 37,000	\$ 328,000	-	\$ -	\$ -	\$ -	6	\$ 379,000	1	\$ 178,000	38.59	\$ 1,926,000	\$ 116,000	\$ 2,042,000	
	Total																					
	Primary System, urban needs: 2/	-	\$ -	\$ -	\$ -	0.96	\$ 104,000	\$ 19,000	\$ 123,000	0.44	\$ 28,000	\$ -	\$ 28,000	-	\$ -	-	\$ -	1.40	\$ 132,000	\$ 19,000	\$ 151,000	
	Present	3.62	\$ 71,000	-	\$ 71,000	-	\$ 104,000	\$ 19,000	\$ 123,000	0.44	\$ 28,000	\$ -	\$ 28,000	-	\$ -	-	\$ -	3.62	\$ 71,000	\$ -	\$ 71,000	
	Future 1/	3.62	\$ 71,000	\$ -	\$ 71,000	0.96	\$ 104,000	\$ 19,000	\$ 123,000	0.44	\$ 28,000	\$ -	\$ 28,000	-	\$ -	-	\$ -	5.02	\$ 203,000	\$ 19,000	\$ 222,000	
	Total																					
Henderson	Total needs, Primary System	38.98	\$1,149,000	\$ 79,000	\$ 1,228,000	4.19	\$ 395,000	\$ 56,000	\$ 451,000	0.44	\$ 28,000	\$ -	\$ 28,000	6	\$ 379,000	1	\$ 178,000	43.61	\$ 2,129,000	\$ 135,000	\$ 2,264,000	
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	33.9	\$ 540,520	\$ 7,880	\$ 548,400	-	\$ -	\$ -	\$ -	3	\$ 46,380	-	\$ -	33.9	\$ 586,900	\$ 7,880	\$ 594,780	
	Present	-	-	-	-	-	-	-	-	-	-	-	-	3	\$ 46,380	-	\$ -	33.9	\$ 586,900	\$ 7,880	\$ 594,780	
	Future 3/	-	-	-	-	33.9	\$ 540,520	\$ 7,880	\$ 548,400	-	\$ -	\$ -	\$ -	-	\$ -	-	-	33.9	\$ 586,900	\$ 7,880	\$ 594,780	
	Total																					
	Total, All needs	38.98	\$1,149,000	\$ 79,000	\$ 1,228,000	38.09	\$ 935,520	\$ 63,880	\$ 999,400	0.44	\$ 28,000	\$ -	\$ 28,000	9	\$ 425,380	1	\$ 178,000	77.51	\$ 2,715,900	\$ 142,880	\$ 2,858,780	
Henry	Primary System, rural needs:	53.98	\$1,838,000	\$271,000	\$2,109,000	17.05	\$1,650,000	\$ 371,000	\$ 2,021,000	-	\$ -	\$ -	\$ -	10	\$ 710,000	3	\$ 765,000	71.03	\$ 4,963,000	\$ 642,000	\$ 5,605,000	
	Present	20.19	\$ 738,000	10,000	\$ 748,000	0.53	\$ 49,000	2,000	\$ 51,000	-	\$ -	\$ -	\$ -	2	\$ 145,000	-	-	20.72	\$ 932,000	\$ 12,000	\$ 944,000	
	Future 1/	74.17	\$ 2,576,000	\$ 281,000	\$ 2,857,000	17.58	\$1,699,000	\$ 373,000	\$ 2,072,000	-	\$ -	\$ -	\$ -	12	\$ 855,000	3	\$ 765,000	91.75	\$ 5,895,000	\$ 654,000	\$ 6,549,000	
	Total																					
	Primary System, urban needs: 2/	1.63	\$ 94,000	\$ -	\$ 94,000	4.31	\$ 654,000	\$ 218,000	\$ 872,000	1.10	\$ 145,000	\$ -	\$ 145,000	-	\$ -	2	\$ 466,000	7.04	\$ 1,359,000	\$ 218,000	\$ 1,577,000	
	Present	1.23	\$ 43,000	-	\$ 43,000	4.31	\$ 654,000	\$ 218,000	\$ 872,000	1.10	\$ 145,000	\$ -	\$ 145,000	-	\$ -	2	\$ 466,000	1.23	\$ 43,000	\$ 218,000	\$ 1,620,000	
	Future 1/	2.86	\$ 137,000	\$ -	\$ 137,000	4.31	\$ 654,000	\$ 218,000	\$ 872,000	1.10	\$ 145,000	\$ -	\$ 145,000	-	\$ -	2	\$ 466,000	8.27	\$ 1,402,000	\$ 218,000	\$ 1,620,000	
	Total																					
Henry	Total needs, Primary System	77.03	\$2,713,000	\$281,000	\$2,994,000	21.89	\$2,353,000	\$ 591,000	\$ 2,944,000	1.10	\$ 145,000	\$ -	\$ 145,000	12	\$ 855,000	5	\$ 1,231,000	100.02	\$ 7,297,000	\$ 872,000	\$ 8,169,000	
	Federal-aid Secondary, rural needs:	4.3	\$ 33,700	\$ -	\$ 33,700	59.4	\$ 742,680	\$ 7,440	\$ 750,120	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	63.7	\$ 776,380	\$ 7,440	\$ 783,820	
	Present	19.2	\$ 76,800	-	\$ 76,800	2.0	\$ 8,000	-	\$ 8,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	21.2	\$ 84,800	\$ 84,800	\$ 84,800	
	Future 3/	23.5	\$ 110,500	\$ -	\$ 110,500	61.4	\$ 750,680	\$ 7,440	\$ 758,120	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	84.9	\$ 861,180	\$ 7,440	\$ 868,620	
	Total																					
	Total, All needs	100.53	\$2,823,500	\$281,000	\$3,104,500	83.29	\$3,103,680	\$ 598,440	\$ 3,702,120	1.10	\$ 145,000	\$ -	\$ 145,000	12	\$ 855,000	5	\$ 1,231,000	184.92	\$ 8,158,180	\$ 879,440	\$ 9,037,620	
Iroquois	Primary System, rural needs:	37.41	\$1,387,000	\$177,000	\$1,564,000	52.01	\$5,507,000	\$ 930,000	\$ 6,437,000	0.11	\$ 123,000	\$ -	\$ 123,000	21	\$ 777,000	7	\$ 2,028,000	89.53	\$ 9,822,000	\$ 1,107,000	\$ 10,929,000	
	Present	33.63	\$ 844,000	75,000	\$ 919,000	2.60	\$ 349,000	19,000	\$ 368,000	0.00	\$ 825,000	\$ -	\$ 825,000	7	\$ 279,000	-	-	36.23	\$ 2,297,000	\$ 94,000	\$ 2,391,000	
	Future 1/	71.04	\$ 2,231,000	\$ 252,000	\$ 2,483,000	54.61	\$ 5,856,000	\$ 949,000	\$ 6,805,000	0.11	\$ 948,000	\$ -	\$ 948,000	28	\$ 1,056,000	7	\$ 2,028,000	125.76	\$ 12,119,000	\$ 1,201,000	\$ 13,320,000	
	Total																					
	Primary System, urban needs: 2/	1.76	\$ 83,000	\$ 2,000	\$ 85,000	8.25	\$ 1,393,000	\$ 250,000	\$ 1,643,000	2.45	\$ 288,000	\$ -	\$ 288,000	-	\$ -	2	\$ 638,000	12.46</td				

C

Jeffer

Jersey

JoDavi

Johnsc

Kane

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Jefferson	Primary System, rural needs:																					
	Present	32.18	\$1,331,000	\$231,000	\$1,562,000	9.95	\$ 961,000	\$ 120,000	\$ 1,081,000	4.33	\$ 576,000	\$ 43,000	\$ 619,000	27	\$1,027,000	1	\$ 176,000	46.46	\$ 4,071,000	\$ 394,000	\$ 4,465,000	
	Future 1/	-	-	-	-	-	-	-	-	0.16	\$ 20,000	-	\$ 20,000	-	-	-	-	0.16	20,000	-	-	
	Total	32.18	\$1,331,000	\$231,000	\$1,562,000	9.95	\$ 961,000	\$ 120,000	\$ 1,081,000	4.49	\$ 596,000	\$ 43,000	\$ 639,000	27	\$1,027,000	1	\$ 176,000	46.62	\$ 4,091,000	\$ 394,000	\$ 4,485,000	
	Primary System, urban needs: 2/																					
	Present	3.70	\$ 147,000	\$ 16,000	\$ 163,000	-	\$ -	\$ -	\$ -	3.23	\$ 561,000	\$ 68,000	\$ 629,000	-	\$ -	3	\$ 1,787,000	6.93	\$ 2,495,000	\$ 84,000	\$ 2,579,000	
	Future 1/	-	-	-	-	-	-	-	-	3.23	\$ 561,000	\$ 68,000	\$ 629,000	-	\$ -	3	\$ 1,787,000	6.93	\$ 2,495,000	\$ 84,000	\$ 2,579,000	
	Total	3.70	\$ 147,000	\$ 16,000	\$ 163,000	-	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	-	-	-	-	-	
	Total needs, Primary System	35.88	\$1,478,000	\$247,000	\$1,725,000	9.95	\$ 961,000	\$ 120,000	\$ 1,081,000	7.72	\$1,157,000	\$111,000	\$1,268,000	27	\$1,027,000	4	\$1,963,000	53.55	\$ 6,586,000	\$ 478,000	\$ 7,064,000	
Jersey	Federal-aid Secondary, rural needs:																					
	Present	3.8	\$ 41,890	\$ -	\$ 41,890	57.4	\$ 356,359	\$ 2,120	\$ 358,479	-	\$ -	\$ -	\$ -	-	\$ -	-	61.2	\$ 398,249	\$ 2,120	\$ 400,369		
	Future 3/	-	-	-	-	1.4	\$ 4,620	-	\$ 4,620	-	-	-	-	-	-	-	62.6	\$ 402,869	\$ 2,120	\$ 404,989		
	Total	3.8	\$ 41,890	\$ -	\$ 41,890	58.8	\$ 360,979	\$ 2,120	\$ 363,099	-	\$ -	\$ -	\$ -	-	\$ -	-	-	-	-	-	-	
	Total, All needs	39.68	\$1,519,890	\$247,000	\$1,766,890	68.75	\$1,321,979	\$ 122,120	\$ 1,444,099	7.72	\$1,157,000	\$111,000	\$1,268,000	27	\$1,027,000	4	\$1,963,000	116.15	\$ 6,988,869	\$ 480,120	\$ 7,468,989	
	Primary System, rural needs:																					
	Present	18.05	\$ 807,000	\$ 96,000	\$ 903,000	12.31	\$ 998,000	\$ 35,000	\$ 1,033,000	-	\$ -	\$ -	\$ -	3	\$ 105,000	-	\$ -	30.36	\$ 1,910,000	\$ 131,000	\$ 2,041,000	
	Future 1/	7.34	\$ 166,000	-	\$ 166,000	-	-	-	-	-	-	-	-	-	-	-	37.70	\$ 2,076,000	\$ 131,000	\$ 2,207,000		
	Total	25.39	\$ 973,000	\$ 96,000	\$ 1,069,000	12.31	\$ 998,000	\$ 35,000	\$ 1,033,000	-	\$ -	\$ -	\$ -	3	\$ 105,000	-	\$ -	-	-	-	-	
	Primary System, urban needs: 2/																					
	Present	1.24	\$ 49,000	\$ 7,000	\$ 56,000	-	\$ -	\$ -	\$ -	4.01	\$ 494,000	\$ 77,000	\$ 571,000	-	\$ -	-	5.25	\$ 543,000	\$ 84,000	\$ 627,000		
	Future 1/	0.35	\$ 14,000	-	\$ 14,000	-	-	-	-	4.01	\$ 494,000	\$ 77,000	\$ 571,000	-	\$ -	-	5.35	\$ 14,000	-	\$ 14,000		
	Total	1.59	\$ 63,000	\$ 7,000	\$ 70,000	-	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	5.60	\$ 557,000	\$ 84,000	\$ 641,000		
	Total needs, Primary System	26.98	\$1,036,000	\$103,000	\$1,139,000	12.31	\$ 998,000	\$ 35,000	\$ 1,033,000	4.01	\$ 494,000	\$ 77,000	\$ 571,000	3	\$ 105,000	-	\$ -	43.30	\$ 2,633,000	\$ 215,000	\$ 2,848,000	
	Federal-aid Secondary, rural needs:																					
	Present	3.9	\$ 17,940	\$ -	\$ 17,940	40.2	\$ 488,065	\$ 4,153	\$ 492,218	-	\$ -	\$ -	\$ -	5	\$ 58,500	-	\$ -	44.1	\$ 564,505	\$ 4,153	\$ 568,658	
	Future 3/	1.5	\$ 17,175	-	\$ 17,175	40.2	\$ 488,065	\$ 4,153	\$ 492,218	-	\$ -	\$ -	\$ -	5	\$ 58,500	-	\$ -	45.6	\$ 581,680	\$ 4,153	\$ 585,833	
	Total, All needs	32.38	\$1,071,115	\$103,000	\$1,174,115	52.51	\$1,486,065	\$ 39,153	\$ 1,525,218	4.01	\$ 494,000	\$ 77,000	\$ 571,000	8	\$ 163,500	-	\$ -	88.90	\$ 3,214,680	\$ 219,153	\$ 3,433,833	
Jo Daviess	Primary System, rural needs:																					
	Present	16.03	\$ 677,000	\$ 33,000	\$ 710,000	21.43	\$ 2,032,000	\$ 140,000	\$ 2,172,000	0.40	\$ 41,000	\$ 2,000	\$ 43,000	3	\$ 113,000	1	\$ 187,000	37.86	\$ 3,050,000	\$ 175,000	\$ 3,225,000	
	Future 1/	16.00	\$ 496,000	\$ 11,000	\$ 507,000	1.66	\$ 149,000	\$ 6,000	\$ 155,000	0.00	\$ 242,000	-	\$ 242,000	3	\$ 238,000	-	17.66	\$ 1,125,000	\$ 17,000	\$ 1,142,000		
	Total	32.03	\$ 1,173,000	\$ 44,000	\$ 1,217,000	23.09	\$ 2,181,000	\$ 146,000	\$ 2,327,000	0.40	\$ 283,000	\$ 2,000	\$ 285,000	6	\$ 351,000	1	\$ 187,000	55.52	\$ 4,175,000	\$ 192,000	\$ 4,367,000	
	Primary System, urban needs: 2/																					
	Present	2.11	\$ 154,000	\$ 4,000	\$ 158,000	2.04	\$ 185,000	\$ 12,000	\$ 197,000	0.15	\$ 15,000	\$ -	\$ 15,000	1	\$ 95,000	2	\$ 595,000	4.30	\$ 1,044,000	\$ 16,000	\$ 1,060,000	
	Future 1/	0.90	\$ 32,000	-	\$ 32,000	-	-	-	-	0.80	\$ 92,000	-	\$ 92,000	1	\$ 25,000	2	\$ 595,000	1.70	\$ 149,000	-	\$ 149,000	
	Total	3.01	\$ 186,000	\$ 4,000	\$ 190,000	2.04	\$ 185,000	\$ 12,000	\$ 197,													

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(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				Total All Work			County			
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost					
Kankakee	Primary System, rural needs:	52.64	\$2,150,000	\$218,000	\$2,368,000	24.13	\$5,468,000	\$845,000	\$6,313,000	4.05	\$511,000	\$13,000	\$524,000	13	\$2,087,000	9	\$1,891,000	80.82	\$12,107,000	\$1,076,000	\$13,183,000					
	Present	12.49	584,000	14,000	598,000	1.36	248,000	19,000	267,000	-	-	-	-	-	-	-	-	13.85	1,011,000	33,000	1,044,000					
	Total	65.13	\$2,734,000	\$232,000	\$2,966,000	25.49	\$5,716,000	\$864,000	\$6,580,000	4.05	\$511,000	\$13,000	\$524,000	18	\$2,266,000	9	\$1,891,000	94.67	\$13,118,000	\$1,109,000	\$14,227,000					
	Primary System, urban needs: 2/	1.15	\$48,000	\$1,000	\$49,000	5.57	\$1,588,000	\$100,000	\$1,688,000	2.05	\$316,000	\$-	\$316,000	3	\$1,190,000	4	\$1,247,000	8.77	\$4,389,000	\$101,000	\$4,490,000					
	Present	0.73	44,000	-	44,000	1.39	162,000	-	462,000	1.24	193,000	-	193,000	-	-	-	-	3.36	699,000	-	699,000					
	Future 1/	1.88	\$92,000	\$1,000	\$93,000	6.96	\$2,050,000	\$100,000	\$2,150,000	3.29	\$509,000	\$-	\$509,000	3	\$1,190,000	4	\$1,247,000	12.13	\$5,088,000	\$101,000	\$5,189,000					
	Total																									
	Total needs, Primary System	67.01	\$2,826,000	\$233,000	\$3,059,000	32.45	\$7,766,000	\$964,000	\$8,730,000	7.34	\$1,020,000	\$13,000	\$1,033,000	21	\$3,456,000	13	\$3,138,000	106.80	\$18,206,000	\$1,210,000	\$19,416,000					
	Federal-aid Secondary, rural needs:	-	\$-	\$-	\$-	18.8	\$402,440	\$6,813	\$409,253	-	\$-	\$-	\$-	8	\$174,890	-	\$-	18.8	\$577,330	\$6,813	\$584,143					
	Present	5.8	40,900	-	40,900	18.8	\$402,440	\$6,813	\$409,253	-	\$-	\$-	\$-	8	\$174,890	-	\$-	5.8	40,900	\$618,230	\$6,813	\$625,043				
	Future 3/	5.8	\$40,900	\$-	\$40,900	51.25	\$8,168,440	\$970,813	\$9,139,253	7.34	\$1,020,000	\$13,000	\$1,033,000	29	\$3,630,890	13	\$3,138,000	131.40	\$18,824,230	\$1,216,813	\$20,041,043					
	Total, All needs	72.81	\$2,866,900	\$233,000	\$3,099,900																					
Kendall	Primary System, rural needs:	2.21	\$102,000	\$16,000	\$118,000	4.25	\$379,000	\$37,000	\$416,000	-	\$-	\$-	\$-	4	\$321,000	-	\$-	6.46	\$802,000	\$53,000	\$855,000					
	Present	22.22	848,000	28,000	876,000	4.25	\$379,000	\$37,000	\$416,000	-	\$-	\$-	\$-	4	\$321,000	-	\$-	22.22	\$848,000	28,000	\$876,000					
	Total	24.43	\$950,000	\$44,000	\$994,000													28.68	\$1,650,000	\$81,000	\$1,731,000					
	Primary System, urban needs: 2/	-	\$-	\$-	\$-	-	\$-	\$-	\$-	-	\$-	\$-	\$-	-	\$-	-	-	-	\$-	\$-	\$-	\$-				
	Present	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Future 1/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Total needs, Primary System	24.43	\$950,000	\$44,000	\$994,000	4.25	\$379,000	\$37,000	\$416,000	-	\$-	\$-	\$-	4	\$321,000	-	\$-	28.68	\$1,650,000	\$81,000	\$1,731,000					
	Federal-aid Secondary, rural needs:	5.9	\$28,320	\$-	\$28,320	31.8	\$729,900	\$17,600	\$747,500	-	\$-	\$-	\$-	5	\$277,900	-	\$-	37.7	\$1,036,120	\$17,600	\$1,053,720					
	Present	-	-	-	-	31.8	\$729,900	\$17,600	\$747,500	-	\$-	\$-	\$-	5	\$277,900	-	\$-	37.7	\$1,036,120	\$17,600	\$1,053,720					
	Future 3/	5.9	\$28,320	\$-	\$28,320	36.05	\$1,108,900	\$54,600	\$1,163,500	-	\$-	\$-	\$-	9	\$598,900	-	\$-	66.38	\$2,686,120	\$98,600	\$2,784,720					
	Total, All needs	30.33	\$978,320	\$44,000	\$1,022,320																					
Knox	Primary System, rural needs:	52.77	\$2,164,000	\$87,000	\$2,251,000	14.06	\$2,198,000	\$456,000	\$2,654,000	1.06	\$134,000	\$22,000	\$156,000	4	\$406,000	9	\$1,583,000	67.89	\$6,485,000	\$565,000	\$7,050,000					
	Present	10.82	365,000	3,000	368,000	0.00	140,000	26,000	166,000	-	-	-	-	2	35,000	10.82	129,000	78.71	\$669,000	29,000	\$698,000					
	Total	63.59	\$2,529,000	\$90,000	\$2,619,000	14.06	\$2,338,000	\$482,000	\$2,820,000	1.06	\$134,000	\$22,000	\$156,000	6	\$441,000	10	\$1,712,000	78.71	\$7,154,000	\$594,000	\$7,748,000					
	Primary System, urban needs: 2/	4.82	\$213,000	\$2,000	\$215,000	4.04	\$320,000	\$63,000	\$383,000	5.06	\$700,000	\$21,000	\$721,000	1	\$28,000	5	\$2,439,000	13.92	\$3,700,000	\$86,000	\$3,786,000					
	Present	1.02	36,000	-	36,000	0.86																				

C

Lawren

Lee

Living

Logan

McDono

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County		
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost			
Lawrence	Primary System, rural needs:	9.80	\$ 388,000	\$ 55,000	\$ 443,000	6.21	\$ 797,000	\$ 134,000	\$ 931,000	0.23	\$ 566,000	\$ 236,000	\$ 802,000	16	\$ 1,805,000	2	\$ 474,000	16.24	\$ 4,030,000	\$ 425,000	\$ 4,455,000			
	Present	15.41	631,000	92,000	723,000	-	-	-	-	0.23	\$ 566,000	\$ 236,000	\$ 802,000	21	\$ 2,274,000	2	\$ 474,000	15.41	1,100,000	92,000	1,192,000			
	Future 1/	25.21	\$1,019,000	\$147,000	\$1,166,000	6.21	\$ 797,000	\$ 134,000	\$ 931,000	-	\$ 566,000	\$ 236,000	\$ 802,000	21	\$ 2,274,000	2	\$ 474,000	31.65	\$ 5,130,000	\$ 517,000	\$ 5,647,000			
	Primary System, urban needs: 2/	-	\$ -	\$ -	\$ -	0.00	\$ 99,000	\$ 40,000	\$ 139,000	1.78	\$ 250,000	\$ 51,000	\$ 301,000	-	\$ -	3	\$ 394,000	1.78	\$ 743,000	\$ 91,000	\$ 834,000			
	Present	0.18	6,000	\$ -	\$ 6,000	0.00	\$ 99,000	\$ 40,000	\$ 139,000	1.78	\$ 250,000	\$ 51,000	\$ 301,000	-	\$ -	3	\$ 394,000	0.18	\$ 749,000	\$ 91,000	\$ 840,000			
	Future 1/	0.18	\$ 6,000	\$ -	\$ 6,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1.96	\$ 749,000	\$ 91,000	\$ 840,000		Lawrence
	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total needs, Primary System	25.39	\$1,025,000	\$147,000	\$1,172,000	6.21	\$ 896,000	\$ 174,000	\$ 1,070,000	2.01	\$ 816,000	\$ 287,000	\$ 1,103,000	21	\$ 2,274,000	5	\$ 868,000	33.61	\$ 5,879,000	\$ 608,000	\$ 6,487,000			
Lee	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	3.7	\$ 35,010	\$ 160	\$ 35,170	-	\$ -	\$ -	\$ -	2	\$ 32,100	-	\$ -	3.7	\$ 67,110	\$ 160	\$ 67,270			
	Present	6.5	20,700	\$ -	\$ 20,700	12.8	\$ 110,250	\$ 3,590	\$ 113,840	-	\$ -	\$ -	\$ -	2	\$ 32,100	-	\$ -	19.3	130,950	3,590	134,540			
	Future 3/	6.5	\$ 20,700	\$ -	\$ 20,700	16.5	\$ 145,260	\$ 3,750	\$ 149,010	-	\$ -	\$ -	\$ -	2	\$ 32,100	-	\$ -	23.0	\$ 198,060	\$ 3,750	\$ 201,810			
	Total	31.89	\$1,045,700	\$147,000	\$1,192,700	22.71	\$1,041,260	\$177,750	\$1,219,010	2.01	\$ 816,000	\$ 287,000	\$ 1,103,000	23	\$ 2,306,100	5	\$ 868,000	56.61	\$ 6,077,060	\$ 611,750	\$ 6,688,810			
	Total, All needs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Primary System, rural needs:	45.20	\$1,762,000	\$102,000	\$1,864,000	25.30	\$2,559,000	\$159,000	\$2,718,000	1.98	\$ 263,000	\$ 4,000	\$ 267,000	12	\$ 291,000	1	\$ 227,000	72.48	\$ 5,102,000	\$ 265,000	\$ 5,367,000			
	Present	21.16	583,000	-	583,000	-	-	-	-	1.98	\$ 263,000	\$ 4,000	\$ 267,000	16	\$ 499,000	-	\$ 227,000	21.16	791,000	-	791,000			
	Future 1/	66.36	\$2,345,000	\$102,000	\$2,447,000	25.30	\$2,559,000	\$159,000	\$2,718,000	-	\$ 263,000	\$ 4,000	\$ 267,000	1	\$ 227,000	93.64	\$ 5,893,000	\$ 265,000	\$ 6,158,000					
Livingston	Primary System, urban needs: 2/	1.98	\$ 120,000	\$ 7,000	\$ 127,000	0.75	\$ 133,000	\$ 3,000	\$ 136,000	2.08	\$ 290,000	\$ 17,000	\$ 307,000	-	\$ 185,000	4.81	\$ 728,000	\$ 27,000	\$ 755,000					
	Present	0.36	26,000	\$ -	26,000	1.13	\$ 88,000	\$ 17,000	\$ 105,000	0.34	\$ 50,000	\$ -	\$ 50,000	-	\$ 185,000	1.83	\$ 164,000	\$ 17,000	\$ 181,000					
	Future 1/	2.34	\$ 146,000	\$ 7,000	\$ 153,000	1.88	\$ 221,000	\$ 20,000	\$ 241,000	2.42	\$ 340,000	\$ 17,000	\$ 357,000	-	\$ 185,000	6.64	\$ 892,000	\$ 44,000	\$ 936,000					
	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lee	
	Total needs, Primary System	68.70	\$2,491,000	\$109,000	\$2,600,000	27.18	\$2,780,000	\$179,000	\$2,959,000	4.40	\$ 603,000	\$ 21,000	\$ 624,000	16	\$ 499,000	2	\$ 412,000	100.28	\$ 6,785,000	\$ 309,000	\$ 7,094,000			
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	54.7	\$ 974,630	\$ 21,560	\$ 996,190	-	\$ -	\$ -	\$ -	11	\$ 274,520	-	\$ -	54.7	\$ 1,249,150	\$ 21,560	\$ 1,270,710			
	Present	-	\$ -	\$ -	\$ -	54.7	\$ 974,630	\$ 21,560	\$ 996,190	-	\$ -	\$ -	\$ -	11	\$ 274,520	-	\$ -	54.7	\$ 1,249,150	\$ 21,560	\$ 1,270,710			
	Total	68.70	\$2,491,000	\$109,000	\$2,600,000	81.88	\$3,754,630	\$200,560	\$3,955,190	4.40	\$ 603,000	\$ 21,000	\$ 624,000	27	\$ 773,520	2	\$ 412,000	154.98	\$ 8,034,150	\$ 330,560	\$ 8,364,710			
Logan	Primary System, rural needs:	47.19	\$1,424,000	\$253,000	\$1,677,000	23.43	\$2,070,000	\$306,000	\$2,376,000	26.57	\$ 2,173,000	\$ -	\$ 2,173,000	28	\$ 1,184,000	2	\$ 318,000	97.19	\$ 7,169,000	\$ 559,000	\$ 7,728,000			
	Present	44.09	1,367,000	-	1,367,000	0.00	183,000	42,000	225,000	3.35	273,000	-	273,000	9	306,000	2	736,000	47.44	2,865,000	42,000	3,290,000			
	Future 1/	91.28	\$2,791,000	\$253,000	\$3,044,000	23.43	\$2,253,000	\$348,000	\$2,601,000	29.92	\$2,446,000	\$ -	\$2,446,000	37	\$1,490,000	4	\$1,054,000							

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McHenry

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Madison

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County		
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost			
McHenry	Primary System, rural needs:																							
	Present	12.24	\$ 566,000	\$ 27,000	\$ 593,000	28.69	\$ 3,929,000	\$ 694,000	\$ 4,623,000	-	\$ -	\$ -	\$ -	4	\$ 359,000	3	\$ 429,000	40.93	\$ 5,283,000	\$ 721,000	\$ 6,004,000			
	Future 1/	31.40	1,414,000	109,000	1,523,000	0.00	420,000	160,000	580,000	0.00	2,044,000	2,044,000	2,044,000	3	\$ 379,000	31.40	\$ 4,630,000	269,000	\$ 4,899,000					
	Total	43.64	\$1,980,000	\$136,000	\$2,116,000	28.69	\$ 4,349,000	\$ 854,000	\$ 5,203,000	0.00	\$ 2,044,000	\$ 2,044,000	\$ 2,044,000	10	\$ 738,000	6	\$ 802,000	72.33	\$ 9,913,000	\$ 990,000	\$ 10,903,000			
	Primary System, urban needs: 2/																							
	Present	1.49	\$ 98,000	\$ 8,000	\$ 106,000	5.45	\$ 637,000	\$ 100,000	\$ 737,000	2.78	\$ 425,000	\$ 79,000	\$ 504,000	1	\$ 30,000	2	\$ 445,000	9.72	\$ 1,635,000	\$ 187,000	\$ 1,822,000			
	Future 1/	0.64	27,000	5,000	32,000	-	385,000	33,000	418,000	0.82	810,000	112,000	922,000	1	\$ 15,000	1	\$ 135,000	1.46	562,000	38,000	600,000			
McLean	Total	2.13	\$ 125,000	\$ 13,000	\$ 138,000	5.45	\$ 637,000	\$ 100,000	\$ 737,000	3.60	\$ 810,000	\$ 112,000	\$ 922,000	2	\$ 45,000	3	\$ 580,000	11.18	\$ 2,197,000	\$ 225,000	\$ 2,422,000	McHenry		
	Total needs, Primary System	45.77	\$2,105,000	\$149,000	\$2,254,000	34.14	\$ 4,986,000	\$ 954,000	\$ 5,940,000	3.60	\$ 2,854,000	\$ 112,000	\$ 2,966,000	12	\$ 783,000	9	\$ 1,382,000	83.51	\$12,110,000	\$ 1,215,000	\$ 13,325,000			
	Federal-aid Secondary, rural needs:																							
	Present	-	\$ -	\$ -	\$ -	38.7	\$ 526,670	\$ 18,605	\$ 545,275	-	\$ -	\$ -	\$ -	6	\$ 132,850	-	\$ -	38.7	\$ 659,520	\$ 18,605	\$ 678,125			
	Future 3/	-	\$ -	\$ -	\$ -	38.7	\$ 526,670	\$ 18,605	\$ 545,275	-	\$ -	\$ -	\$ -	6	\$ 132,850	-	\$ -	38.7	\$ 659,520	\$ 18,605	\$ 678,125			
	Total	45.77	\$2,105,000	\$149,000	\$2,254,000	72.84	\$ 5,512,670	\$ 972,605	\$ 6,485,275	3.60	\$ 2,854,000	\$ 112,000	\$ 2,966,000	18	\$ 915,850	9	\$ 1,382,000	122.21	\$12,769,520	\$ 1,233,605	\$ 14,003,125			
	Total, All needs	45.77	\$2,105,000	\$149,000	\$2,254,000																			
McLean	Primary System, rural needs:																							
	Present	54.08	\$2,407,000	\$230,000	\$2,637,000	60.03	\$ 7,422,000	\$ 1,301,000	\$ 8,723,000	4.99	\$ 545,000	\$ -	\$ 545,000	11	\$ 556,000	12	\$ 2,102,000	119.10	\$13,032,000	\$ 1,531,000	\$ 14,563,000			
	Future 1/	8.84	261,000	3,000	264,000	-	3,437,000	-	3,437,000	29.15	3,437,000	-	3,437,000	12	\$ 534,000	1	\$ 163,000	37.99	4,395,000	3,000	4,398,000			
	Total	62.92	\$2,668,000	\$233,000	\$2,901,000	60.03	\$ 7,422,000	\$ 1,301,000	\$ 8,723,000	34.14	\$ 3,982,000	\$ -	\$ 3,982,000	23	\$ 1,090,000	13	\$ 2,265,000	157.09	\$17,427,000	\$ 1,534,000	\$ 18,961,000			
	Primary System, urban needs: 2/																							
	Present	1.94	\$ 107,000	\$ 8,000	\$ 115,000	3.27	\$ 510,000	\$ 70,000	\$ 580,000	6.88	\$ 1,026,000	\$ 207,000	\$ 1,233,000	-	\$ -	5	\$ 1,500,000	12.09	\$ 3,143,000	\$ 285,000	\$ 3,428,000			
	Future 1/	1.23	33,000	-	33,000	-	161,000	-	161,000	1.15	1,187,000	207,000	1,394,000	-	\$ -	5	\$ 1,500,000	2.38	194,000	-	3,337,000	\$ 285,000	\$ 3,622,000	
	Total	3.17	\$ 140,000	\$ 8,000	\$ 148,000	3.27	\$ 510,000	\$ 70,000	\$ 580,000	8.03	\$ 1,187,000	\$ 207,000	\$ 1,394,000	-	\$ -	5	\$ 1,500,000	14.47	\$ 3,337,000	\$ 285,000	\$ 3,622,000	McLean		
Macon	Total needs, Primary System	66.09	\$2,808,000	\$241,000	\$3,049,000	63.30	\$ 7,932,000	\$ 1,371,000	\$ 9,303,000	42.17	\$ 5,169,000	\$ 207,000	\$ 5,376,000	23	\$ 1,090,000	18	\$ 3,765,000	171.56	\$20,764,000	\$ 1,819,000	\$ 22,583,000			
	Federal-aid Secondary, rural needs:																							
	Present	-	\$ -	\$ -	\$ -	94.6	\$ 976,110	\$ 19,050	\$ 995,160	-	\$ -	\$ -	\$ -	5	\$ 305,260	-	\$ -	94.6	\$ 1,281,370	\$ 19,050	\$ 1,300,420			
	Future 3/	-	\$ -	\$ -	\$ -	94.6	\$ 976,110	\$ 19,050	\$ 995,160	-	\$ -	\$ -	\$ -	5	\$ 305,260	-	\$ -	94.6	\$ 1,281,370	\$ 19,050	\$ 1,300,420			
	Total	66.09	\$2,808,000	\$241,000	\$3,049,000	157.90	\$ 8,908,110	\$ 1,390,050	\$ 10,298,160	42.17	\$ 5,169,000	\$ 207,000	\$ 5,376,000	28	\$ 1,395,260	18	\$ 3,765,000	266.16	\$22,045,370	\$ 1,838,050	\$ 23,883,420			
	Primary System, rural needs:																							
	Present	11.27	\$ 855,000	\$ -	\$ 855,000	25.91	\$ 3,299,000	\$ 1,014,000	\$ 4,313,000	3.32	\$ 423,000	\$ 167,000	\$ 590,000	15	\$ 1,796,000	3	\$ 690,000	40.50	\$ 7,063,000	\$ 1,181,000	\$ 8,244,000			
Macoupin	Future 1/	36.34	1,648,000	101,000	1,749,000	0.00	493,000	-	493,000	2.76	1,438,000	162,000	1,600,000	3	\$ 100,000	2	\$ 290,000	39.10	3,969,00					

C

Marion

Marsh

Mason

Massa

Menard

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				Total All Work				County	
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost
Marion	Primary System, rural needs:																								
	Present	15.73	\$ 610,000	\$ 70,000	\$ 680,000	20.49	\$ 3,918,000	\$ 947,000	\$ 4,865,000	0.73	\$ 92,000	\$ 1,000	\$ 93,000	37	\$ 1,396,000	9	\$ 1,643,000	36.95	\$ 7,659,000	\$ 1,018,000	\$ 8,677,000				
	Future 1/	14.20	\$ 614,000	\$ 98,000	\$ 712,000	11.32	\$ 1,094,000	\$ 162,000	\$ 1,256,000	-	\$ 92,000	\$ 1,000	\$ 93,000	3	\$ 230,000	-	\$ 25,52	62.47	\$ 1,938,000	\$ 260,000	\$ 2,198,000				
	Total	29.93	\$ 1,224,000	\$ 168,000	\$ 1,392,000	31.81	\$ 5,012,000	\$ 1,109,000	\$ 6,121,000	0.73	\$ 92,000	\$ 1,000	\$ 93,000	40	\$ 1,626,000	9	\$ 1,643,000	9	\$ 9,597,000	\$ 1,278,000	\$ 10,875,000				
	Primary System, urban needs: 2/																								
	Present	-	\$ -	\$ -	\$ -	1.36	\$ 464,000	\$ 121,000	\$ 585,000	4.68	\$ 841,000	\$ 142,000	\$ 983,000	3	\$ 157,000	7	\$ 1,295,000	6.04	\$ 2,757,000	\$ 263,000	\$ 3,020,000				
	Future 1/	1.00	\$ 43,000	\$ 7,000	\$ 50,000	4.13	\$ 333,000	\$ 64,000	\$ 397,000	-	\$ 841,000	\$ 142,000	\$ 983,000	-	\$ 157,000	8	\$ 1,581,000	5.13	\$ 662,000	\$ 71,000	\$ 733,000				
	Total	1.00	\$ 43,000	\$ 7,000	\$ 50,000	5.49	\$ 797,000	\$ 185,000	\$ 982,000	4.68	\$ 841,000	\$ 142,000	\$ 983,000	3	\$ 157,000	11.17	\$ 3,419,000	\$ 334,000	\$ 3,753,000						
Marion	Total needs, Primary System	30.93	\$ 1,267,000	\$ 175,000	\$ 1,442,000	37.30	\$ 5,809,000	\$ 1,294,000	\$ 7,103,000	5.41	\$ 933,000	\$ 143,000	\$ 1,076,000	43	\$ 1,783,000	17	\$ 3,224,000	73.64	\$ 13,016,000	\$ 1,612,000	\$ 14,628,000				
	Federal-aid Secondary, rural needs:																								
	Present	15.9	\$ 125,280	\$ -	\$ 125,280	28.3	\$ 587,691	\$ 13,480	\$ 601,171	-	\$ -	\$ -	\$ -	2	\$ 23,400	-	\$ -	44.2	\$ 736,371	\$ 13,480	\$ 749,851				
	Future 3/	5.0	\$ 60,000	-	\$ 60,000	28.3	\$ 587,691	\$ 13,480	\$ 601,171	-	\$ -	\$ -	\$ -	2	\$ 23,400	-	\$ -	49.2	\$ 796,371	\$ 13,480	\$ 809,851				
	Total	20.9	\$ 185,280	\$ -	\$ 185,280	65.60	\$ 6,396,691	\$ 1,307,480	\$ 7,704,171	5.41	\$ 933,000	\$ 143,000	\$ 1,076,000	45	\$ 1,806,400	17	\$ 3,224,000	122.84	\$ 13,812,371	\$ 1,625,480	\$ 15,437,851				
	Total, All needs	51.83	\$ 1,452,280	\$ 175,000	\$ 1,627,280																				
	Primary System, rural needs:																								
	Present	24.73	\$ 1,096,000	\$ 84,000	\$ 1,180,000	14.42	\$ 1,576,000	\$ 121,000	\$ 1,697,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	39.15	\$ 2,672,000	\$ 205,000	\$ 2,877,000				
Marshall	Future 1/	20.04	\$ 633,000	\$ 7,000	\$ 640,000	14.42	\$ 1,576,000	\$ 121,000	\$ 1,697,000	-	\$ -	\$ -	\$ -	3	\$ 51,000	-	\$ -	20.04	\$ 684,000	\$ 7,000	\$ 691,000				
	Total	44.77	\$ 1,729,000	\$ 91,000	\$ 1,820,000	0.48	\$ 65,000	\$ 11,000	\$ 76,000	1.45	\$ 129,000	\$ -	\$ 129,000	-	\$ -	-	\$ -	59.19	\$ 3,356,000	\$ 212,000	\$ 3,568,000				
	Primary System, urban needs: 2/																								
	Present	1.08	\$ 44,000	\$ 2,000	\$ 46,000	0.48	\$ 65,000	\$ 11,000	\$ 76,000	1.45	\$ 129,000	\$ -	\$ 129,000	-	\$ -	-	\$ -	3.01	\$ 238,000	\$ 13,000	\$ 251,000				
	Future 1/	2.52	\$ 80,000	\$ 1,000	\$ 81,000	0.48	\$ 65,000	\$ 11,000	\$ 76,000	1.45	\$ 129,000	\$ -	\$ 129,000	-	\$ -	-	\$ -	5.53	\$ 318,000	\$ 14,000	\$ 332,000				
	Total	3.60	\$ 124,000	\$ 3,000	\$ 127,000	14.90	\$ 1,641,000	\$ 132,000	\$ 1,773,000	1.45	\$ 129,000	\$ -	\$ 129,000	3	\$ 51,000	-	\$ -	64.72	\$ 3,674,000	\$ 226,000	\$ 3,900,000				
	Total needs, Primary System	48.37	\$ 1,853,000	\$ 94,000	\$ 1,947,000	12.5	\$ 121,850	\$ -	\$ 121,850	-	\$ -	\$ -	\$ -	1	\$ 23,650	-	\$ -	12.5	\$ 145,500	\$ -	\$ 145,500				
	Federal-aid Secondary, rural needs:																		11.8	\$ 53,975	\$ -	\$ 53,975			
Mason	Present	-	\$ -	\$ -	\$ -	12.5	\$ 121,850	\$ -	\$ 121,850	-	\$ -	\$ -	\$ -	1	\$ 23,650	-	\$ -	24.3	\$ 199,475	\$ -	\$ 199,475				
	Future 3/	-	\$ -	\$ -	\$ -	24.3	\$ 175,825	\$ -	\$ 175,825	-	\$ -	\$ -	\$ -	1	\$ 23,650	-	\$ -	24.3	\$ 199,475	\$ -	\$ 199,475				
	Total	48.37	\$ 1,853,000	\$ 94,000	\$ 1,947,000	39.20	\$ 1,816,825	\$ 132,000	\$ 1,948,825	1.45	\$ 129,000	\$ -	\$ 129,000	4	\$ 74,650	-	\$ -	89.02	\$ 3,873,475	\$ 226,000	\$ 4,099,475				
	Primary System, rural needs:																								
	Present	21.70	\$ 882,000	\$ 110,000	\$ 992,000	6.45	\$ 424,000	\$ 68,000	\$ 492,000	0.84	\$ 95,000	\$ -	\$ 95,000	8	\$ 110,000	-	\$ -	28.15	\$ 1,416,000	\$ 178,000	\$ 1,594,000				
	Future 1/	1.08	\$ 34,000	-	\$ 34,000	6.45	\$ 424,000	\$ 68,000	\$ 492,000	0.84	\$ 95,000	\$ -	\$ 95,000	8	\$ 110,000	-	\$ -	30.07	\$ 1,545,000	\$ 178,000	\$ 1,723,000				
	Total	22.78	\$ 916,000	\$ 110,000	\$ 1,026,000</																				

C

Merce

Monro

Montg

Morga

Moul

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures			Total All Work				County				
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost						
Mercer	Primary System, rural needs:																										
	Present	22.01	\$ 668,000	\$ 31,000	\$ 699,000	5.03	\$ 446,000	\$ 29,000	\$ 475,000	-	\$ -	\$ -	\$ -	4	\$ 160,000	-	\$ -	27.04	\$ 1,274,000	\$ 60,000	\$ 1,334,000						
	Future 1/	14.57	433,000	1,000	434,000	-	-	-	-	-	-	-	-	4	147,000	-	\$ -	14.57	580,000	1,000	581,000						
	Total	36.58	\$1,101,000	\$ 32,000	\$1,133,000	5.03	\$ 446,000	\$ 29,000	\$ 475,000	-	\$ -	\$ -	\$ -	6	\$ 307,000	-	\$ -	41.61	\$1,854,000	\$ 61,000	\$1,915,000						
	Primary System, urban needs: 2/	-	\$ -	\$ -	\$ -	0.28	\$ 25,000	\$ 5,000	\$ 30,000	2.82	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	3.10	\$ 358,000	\$ 5,000	\$ 363,000						
	Present	0.13	5,000	-	5,000	-	-	-	-	-	-	-	-	-	-	-	-	0.13	5,000	-	5,000						
	Future 1/	0.13	\$ 5,000	\$ -	\$ 5,000	0.28	\$ 25,000	\$ 5,000	\$ 30,000	2.82	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	3.23	\$ 363,000	\$ 5,000	\$ 368,000	Mercer					
	Total	0.13	\$ 5,000	\$ -	\$ 5,000	0.28	\$ 25,000	\$ 5,000	\$ 30,000	2.82	\$ 333,000	\$ -	\$ 333,000	-	\$ -	-	\$ -	3.23	\$ 363,000	\$ 5,000	\$ 368,000	Mercer					
	Total needs, Primary System	36.71	\$1,106,000	\$ 32,000	\$1,138,000	5.31	\$ 471,000	\$ 34,000	\$ 505,000	2.82	\$ 333,000	\$ -	\$ 333,000	8	\$ 307,000	-	\$ -	44.84	\$2,217,000	\$ 66,000	\$2,283,000						
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	22.8	\$ 324,120	\$ 6,350	\$ 330,470	-	\$ -	\$ -	\$ -	6	\$ 128,000	-	\$ -	22.8	\$ 452,120	\$ 6,350	\$ 458,470						
Monroe	Present	24.0	267,650	-	267,650	14.4	130,800	350	131,150	-	-	-	-	1	31,200	-	-	38.4	429,650	350	430,000						
	Future 3/	24.0	\$ 267,650	\$ -	\$ 267,650	37.2	\$ 454,920	\$ 6,700	\$ 461,620	-	\$ -	\$ -	\$ -	7	\$ 159,200	-	\$ -	61.2	\$ 881,770	\$ 6,700	\$ 888,470						
	Total	60.71	\$1,373,650	\$ 32,000	\$1,405,650	42.51	\$ 925,920	\$ 40,700	\$ 966,620	2.82	\$ 333,000	\$ -	\$ 333,000	15	\$ 466,200	-	\$ -	106.04	\$3,098,770	\$ 72,700	\$3,171,470						
	Total, All needs	60.71	\$1,373,650	\$ 32,000	\$1,405,650	42.51	\$ 925,920	\$ 40,700	\$ 966,620	2.82	\$ 333,000	\$ -	\$ 333,000	15	\$ 466,200	-	\$ -	106.04	\$3,098,770	\$ 72,700	\$3,171,470						
	Primary System, rural needs:	-	\$ -	\$ -	\$ -	11.87	\$ 609,000	\$ 109,000	\$ 718,000	5.94	\$ 585,000	\$ 30,000	\$ 615,000	-	\$ -	-	-	2	\$ 78,000	176,000	17.81	\$1,448,000	\$ 139,000	\$ 1,587,000			
	Present	-	-	-	-	11.87	\$ 609,000	\$ 109,000	\$ 718,000	5.94	\$ 756,000	\$ 90,000	\$ 846,000	1.03	\$ 231,000	\$ 13,000	\$ 244,000	2	\$ 78,000	346,000	1.03	748,000	73,000	821,000			
	Future 1/	-	-	-	-	11.87	\$ 609,000	\$ 109,000	\$ 718,000	5.94	\$ 231,000	\$ 13,000	\$ 244,000	-	-	-	-	3	\$ 522,000	522,000	18.84	\$2,196,000	\$ 212,000	\$2,408,000			
	Total	-	-	-	-	11.87	\$ 609,000	\$ 109,000	\$ 718,000	5.94	\$ 231,000	\$ 13,000	\$ 244,000	-	-	-	-	-	-	-	-	-	-	Monroe			
	Primary System, urban needs: 2/	-	\$ -	\$ -	\$ -	1.86	\$ 69,000	\$ 2,000	\$ 71,000	-	\$ -	\$ -	\$ -	0.50	\$ 34,000	\$ -	\$ 34,000	-	\$ -	-	-	2.36	\$ 103,000	\$ 2,000	\$ 105,000		
	Present	-	-	-	-	1.86	\$ 69,000	\$ 2,000	\$ 71,000	0.00	\$ 117,000	\$ 42,000	\$ 159,000	-	-	-	-	-	-	-	-	0.00	117,000	42,000	159,000		
	Future 1/	-	-	-	-	1.86	\$ 69,000	\$ 2,000	\$ 71,000	0.00	\$ 117,000	\$ 42,000	\$ 159,000	0.50	\$ 34,000	\$ -	\$ 34,000	-	\$ -	-	-	2.36	\$ 220,000	\$ 44,000	\$ 264,000	Monroe	
	Total	-	-	-	-	1.86	\$ 69,000	\$ 2,000	\$ 71,000	0.00	\$ 117,000	\$ 42,000	\$ 159,000	-	-	-	-	-	-	-	-	-	-	Monroe			
	Total needs, Primary System	13.73	\$ 678,000	\$ 111,000	\$ 789,000	5.94	\$ 873,000	\$ 132,000	\$ 1,005,000	1.53	\$ 265,000	\$ 13,000	\$ 278,000	2	\$ 78,000	3	\$ 522,000	21.20	\$2,416,000	\$ 256,000	\$ 2,672,000						
Montgomery	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	25.4	\$ 481,850	\$ 37,780	\$ 519,630	-	\$ -	\$ -	\$ -	1	\$ 15,600	-	\$ -	25.4	\$ 497,450	\$ 37,780	\$ 535,230						
	Present	-	-	-	-	25.4	\$ 481,850	\$ 37,780	\$ 519,630	-	-	-	-	1	\$ 15,600	-	-	25.4	\$ 497,450	\$ 37,780	\$ 535,230						
	Future 3/	-	-	-	-	25.4	\$ 481,850	\$ 37,780	\$ 519,630	-	-	-	-	1	\$ 15,600	-	-	25.4	\$ 497,450	\$ 37,780	\$ 535,230						
	Total	-	-	-	-	13.73	\$ 678,000	\$ 111,000	\$ 789,000	31.34	\$ 1,354,850	\$ 169,780	\$ 1,524,630	1.53	\$ 265,000	\$ 13,000	\$ 278,000	3	\$ 93,600	522,000	46.60	\$2,913,450	\$ 293,780	\$ 3,207,230			
	Primary System, rural needs:	-	\$ -	\$ -	\$ -	15.07	\$ 645,000	\$ 71,000	\$ 716,000	2.83	\$ 302,000	\$ 14,000	\$ 316,000	14.53	\$ 1,505,000	\$ -	\$ 1,505,000	8	\$ 313,000	52,000	32.43	\$2,817,000	\$ 85,000	\$ 2,902,000			
	Present	12.46	262,000	-	262,000	8.24	128,000	-	128,000	8.24	1,507,000	\$ -	\$ 1,507,000	14.67	\$ 3,012,000	\$ -	\$ 3,012,000	4	125,000	19,000	35.37	2,041,000	-	2,041,000			
	Future 1/	27.53	\$ 907,000	\$ 71,000	\$ 978,000	11.07	\$ 430,000	\$ 14,000	\$ 444,																		

Ogle

1

Feoria

Perry

Piatt

Pike

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Ogle	Primary System, rural needs:	62.61	\$2,491,000	\$229,000	\$2,720,000	22.32	\$1,732,000	\$ 357,000	\$ 2,089,000	-	\$ -	\$ -	\$ -	11	\$ 422,000	1	\$ 173,000	84.93	\$ 4,818,000	\$ 586,000	\$ 5,404,000	
	Present	6.34	\$120,000	-	\$120,000	-	-	-	-	0.20	\$ 40,000	\$ -	\$ 40,000	-	-	-	-	6.54	\$ 160,000	\$ -	\$ 160,000	
	Future 1/	-	\$2,611,000	\$229,000	\$2,840,000	22.32	\$1,732,000	\$ 357,000	\$ 2,089,000	0.20	\$ 40,000	\$ -	\$ 40,000	11	\$ 422,000	1	\$ 173,000	91.47	\$ 4,978,000	\$ 586,000	\$ 5,564,000	
	Total	68.95	\$2,611,000	\$229,000	\$2,840,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Primary System, urban needs: 2/	2.88	\$ 156,000	\$ 3,000	\$ 159,000	0.04	\$ 10,000	\$ 4,000	\$ 14,000	1.41	\$ 226,000	\$ -	\$ 226,000	-	\$ -	1	\$ 624,000	4.33	\$ 1,016,000	\$ 7,000	\$ 1,023,000	
	Present	0.14	\$ 5,000	-	\$ 5,000	-	-	-	-	0.05	\$ 10,000	\$ -	\$ 10,000	-	-	-	-	0.19	\$ 15,000	\$ -	\$ 15,000	
	Future 1/	-	\$ 161,000	\$ 3,000	\$ 164,000	0.04	\$ 10,000	\$ 4,000	\$ 14,000	1.46	\$ 236,000	\$ -	\$ 236,000	-	\$ -	-	-	4.52	\$ 1,031,000	\$ 7,000	\$ 1,038,000	Ogle
	Total	3.02	\$ 161,000	\$ 3,000	\$ 164,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total needs, Primary System	71.97	\$2,772,000	\$232,000	\$3,004,000	22.36	\$1,742,000	\$ 361,000	\$ 2,103,000	1.66	\$ 276,000	\$ -	\$ 276,000	11	\$ 422,000	2	\$ 797,000	95.99	\$ 6,009,000	\$ 593,000	\$ 6,602,000	
Peoria	Federal-aid Secondary, rural needs:	22.8	\$ 122,850	\$ -	\$ 122,850	28.9	\$ 398,280	\$ 16,600	\$ 414,880	-	\$ -	\$ -	\$ -	7	\$ 181,300	-	\$ -	51.7	\$ 702,430	\$ 16,600	\$ 719,030	
	Present	-	\$ 122,850	\$ -	\$ 122,850	28.9	\$ 398,280	\$ 16,600	\$ 414,880	-	\$ -	\$ -	\$ -	-	-	-	-	-	\$ 702,430	\$ 16,600	\$ 719,030	
	Future 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total	22.8	\$ 122,850	\$ -	\$ 122,850	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total, All needs	94.77	\$2,894,850	\$232,000	\$3,126,850	51.26	\$2,140,280	\$ 377,600	\$ 2,517,880	1.66	\$ 276,000	\$ -	\$ 276,000	18	\$ 603,300	2	\$ 797,000	147.69	\$ 6,711,430	\$ 609,600	\$ 7,321,030	
	Primary System, rural needs:	79.17	\$3,141,000	\$138,000	\$3,279,000	30.29	\$4,207,000	\$ 862,000	\$ 5,069,000	4.97	\$ 658,000	\$ 31,000	\$ 689,000	10	\$ 615,000	6	\$ 1,027,000	114.43	\$ 9,648,000	\$ 1,031,000	\$ 10,679,000	
	Present	14.21	\$483,000	-	\$483,000	3.14	\$390,000	\$ 130,000	\$ 520,000	0.92	\$ 101,000	\$ 37,000	\$ 138,000	3	\$ 256,000	1	\$ 374,000	18.27	\$ 1,604,000	\$ 167,000	\$ 1,771,000	
	Future 1/	-	-	-	-	-	-	-	-	5.89	\$ 759,000	\$ 68,000	\$ 827,000	13	\$ 871,000	7	\$ 1,401,000	132.70	\$ 11,252,000	\$ 1,198,000	\$ 12,450,000	
	Total	93.38	\$3,624,000	\$138,000	\$3,762,000	33.43	\$4,597,000	\$ 992,000	\$ 5,589,000	-	-	-	-	-	-	-	-	-	-	-	-	
	Primary System, urban needs: 2/	2.57	\$ 161,000	\$ 7,000	\$ 168,000	5.14	\$ 1,890,000	\$ 2,493,000	\$ 4,383,000	10.03	\$ 1,894,000	\$ 727,000	\$ 2,621,000	1	\$ 15,000	9	\$ 2,409,000	17.74	\$ 6,369,000	\$ 3,227,000	\$ 9,596,000	
	Present	-	-	-	-	-	-	-	-	0.87	\$ 91,000	\$ 35,000	\$ 126,000	-	-	-	-	0.87	\$ 91,000	\$ 35,000	\$ 126,000	
	Future 1/	-	-	-	-	-	-	-	-	6.01	\$ 1,981,000	\$ 2,528,000	\$ 4,509,000	10.03	\$ 1,894,000	-	\$ 2,621,000	-	\$ 6,460,000	\$ 3,262,000	\$ 9,722,000	
	Total	2.57	\$ 161,000	\$ 7,000	\$ 168,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Total needs, Primary System	95.95	\$3,785,000	\$145,000	\$3,930,000	39.44	\$6,578,000	\$ 3,520,000	\$ 10,098,000	15.92	\$ 2,653,000	\$ 795,000	\$ 3,448,000	14	\$ 886,000	16	\$ 3,810,000	151.31	\$ 17,712,000	\$ 4,460,000	\$ 22,172,000	Peoria
Perry	Federal-aid Secondary, rural needs:	20.0	\$ 549,730	\$ 7,500	\$ 557,230	16.5	\$ 492,300	\$ 12,300	\$ 504,600	-	\$ -	\$ -	\$ -	1	\$ 100,000	1	\$ 36,000	36.5	\$ 1,178,030	\$ 19,800	\$ 1,197,830	
	Present	-	-	-	-	-	-	-	-	20.0	\$ 492,300	\$ 12,300	\$ 504,600	-	-	-	-	20.0	\$ 100,000	\$ 36,000	\$ 136.5	
	Future 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	\$ 100,000	\$ 36,000	\$ 136.5	
	Total	20.0	\$ 549,730	\$ 7,500	\$ 557,230	-	-	-	-	-	-	-	-	-	-	-	-	20.0	\$ 1,178,030	\$ 19,800	\$ 1,197,830	
	Total, All needs	115.95	\$4,334,730	\$152,500	\$4,487,230	55.94	\$7,070,300	\$ 3,532,300	\$ 10,602,600	15.92	\$ 2,653,000	\$ 795,000	\$ 3,448,000	15	\$ 986,000	17	\$ 3,846,000	187.81	\$ 18,890,030	\$ 4,479,800	\$ 23,369,830	
	Primary System, rural needs:	22.17	\$ 908,000	\$ 104,000	\$ 1,012,000	11.63	\$ 1,366,000	\$ 424,000	\$ 1,790,000	-	\$ -	\$ -	\$ -	6	\$ 174,000	-	\$ -	33.80	\$ 2,448,000	\$ 528,000	\$ 2,976,000	
	Present	24.27	\$ 683,000	\$ 28,000	\$ 711,000	11.63	\$ 1,366,000	\$ 424,000	\$ 1,790,000	0.20	\$ 17,000	\$ 8,000	\$ 25,000	2	\$ 41,000	1	\$ 318,000	24.47	\$ 1,059,000	\$ 36,000	\$ 1,095,000	
	Future 1/	-	-	-	-	-	-	-	-	0.20	\$ 17,000	\$ 8,000	\$ 25,000	8	\$ 215,000	1	\$ 318,000	58.27	\$ 3,507,000	\$ 564,000	\$ 4,071,000	

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(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work				County
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Pope	Primary System, rural needs:																					
	Present	6.74	\$ 281,000	\$ 30,000	\$ 311,000	25.26	\$ 992,000	\$ 41,000	\$ 1,033,000	-	\$ -	\$ -	\$ -	1	\$ 38,000	-	\$ -	32.00	\$ 1,311,000	\$ 71,000	\$ 1,382,000	
	Future 1/	11.63	\$ 306,000	\$ 19,000	\$ 325,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	5	\$ 331,000	-	\$ -	11.63	\$ 637,000	\$ 19,000	\$ 656,000	
	Total	18.37	\$ 587,000	\$ 49,000	\$ 636,000	25.26	\$ 992,000	\$ 41,000	\$ 1,033,000	-	\$ -	\$ -	\$ -	6	\$ 369,000	-	\$ -	43.63	\$ 1,948,000	\$ 90,000	\$ 2,038,000	
	Primary System, urban needs: 2/																					
	Present	-	\$ -	\$ -	\$ -	0.56	\$ 13,000	\$ -	\$ 13,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	0.56	\$ 13,000	\$ -	\$ 13,000	
	Future 1/	0.55	\$ 18,000	\$ -	\$ 18,000	0.56	\$ 13,000	\$ -	\$ 13,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	0.55	\$ 18,000	\$ -	\$ 18,000	
	Total	0.55	\$ 18,000	\$ -	\$ 18,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	1.11	\$ 31,000	\$ -	\$ 31,000	Pope
	Total needs, Primary System	18.92	\$ 605,000	\$ 49,000	\$ 654,000	25.82	\$ 1,005,000	\$ 41,000	\$ 1,046,000	-	\$ -	\$ -	\$ -	6	\$ 369,000	-	\$ -	44.74	\$ 1,979,000	\$ 90,000	\$ 2,069,000	
Pulaski	Federal-aid Secondary, rural needs:																					
	Present	3.0	\$ 18,000	\$ -	\$ 18,000	1.0	\$ 2,700	\$ -	\$ 2,700	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	4.0	\$ 20,700	\$ -	\$ 20,700	
	Future 3/	-	\$ 18,000	\$ -	\$ 18,000	3.0	\$ 8,100	\$ -	\$ 8,100	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	3.0	\$ 28,800	\$ -	\$ 28,800	
	Total	3.0	\$ 623,000	\$ 49,000	\$ 672,000	29.82	\$ 1,015,800	\$ 41,000	\$ 1,056,800	-	\$ -	\$ -	\$ -	6	\$ 369,000	-	\$ -	51.74	\$ 2,007,800	\$ 90,000	\$ 2,097,800	
	Primary System, rural needs:																					
	Present	10.53	\$ 466,000	\$ 50,000	\$ 516,000	11.30	\$ 1,559,000	\$ 273,000	\$ 1,832,000	-	\$ -	\$ -	\$ -	6	\$ 178,000	-	\$ -	21.83	\$ 2,203,000	\$ 323,000	\$ 2,526,000	
	Future 1/	6.33	\$ 154,000	\$ -	\$ 154,000	2.10	\$ 155,000	\$ -	\$ 155,000	0.00	\$ 17,000	\$ -	\$ 17,000	2	\$ 67,000	-	\$ -	8.43	\$ 393,000	\$ -	\$ 393,000	
	Total	16.86	\$ 620,000	\$ 50,000	\$ 670,000	13.40	\$ 1,714,000	\$ 273,000	\$ 1,987,000	0.00	\$ 17,000	\$ -	\$ 17,000	8	\$ 245,000	-	\$ -	30.26	\$ 2,596,000	\$ 323,000	\$ 2,919,000	
	Primary System, urban needs: 2/																					
	Present	1.03	\$ 40,000	\$ 13,000	\$ 53,000	1.43	\$ 134,000	\$ 27,000	\$ 161,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	2.46	\$ 174,000	\$ 40,000	\$ 214,000	
Putnam	Future 1/	4.62	\$ 149,000	\$ 1,000	\$ 150,000	1.43	\$ 134,000	\$ 27,000	\$ 161,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	4.62	\$ 149,000	\$ 1,000	\$ 150,000	
	Total	5.65	\$ 189,000	\$ 14,000	\$ 203,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	7.08	\$ 323,000	\$ 41,000	\$ 364,000	Putnam
	Total needs, Primary System	22.51	\$ 809,000	\$ 64,000	\$ 873,000	14.83	\$ 1,848,000	\$ 300,000	\$ 2,148,000	0.00	\$ 17,000	\$ -	\$ 17,000	8	\$ 245,000	-	\$ -	37.34	\$ 2,919,000	\$ 364,000	\$ 3,283,000	
	Federal-aid Secondary, rural needs:																					
	Present	-	\$ -	\$ -	\$ -	19.9	\$ 162,000	\$ 5,080	\$ 167,080	-	\$ -	\$ -	\$ -	1	\$ 13,000	-	\$ -	19.9	\$ 175,000	\$ 5,080	\$ 180,080	
	Future 3/	-	\$ -	\$ -	\$ -	19.9	\$ 162,000	\$ 5,080	\$ 167,080	-	\$ -	\$ -	\$ -	1	\$ 13,000	-	\$ -	19.9	\$ 175,000	\$ 5,080	\$ 180,080	
	Total	22.51	\$ 809,000	\$ 64,000	\$ 873,000	34.73	\$ 2,010,000	\$ 305,080	\$ 2,315,080	0.00	\$ 17,000	\$ -	\$ 17,000	9	\$ 258,000	-	\$ -	57.24	\$ 3,094,000	\$ 369,080	\$ 3,463,080	
	Primary System, rural needs:																					
	Present	5.32	\$ 137,000	\$ -	\$ 137,000	5.23	\$ 469,000	\$ 14,000	\$ 483,000	-	\$ -	\$ -	\$ -	3	\$ 83,000	-	\$ -	10.55	\$ 689,000	\$ 14,000	\$ 703,000	
Randolph	Future 1/	12.34	\$ 442,000	\$ -	\$ 442,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	2	\$ 67,000	-	\$ -	12.34	\$ 509,000	\$ -	\$ 509,000	
	Total	17.66	\$ 579,000	\$ -	\$ 579,000	5.23	\$ 469,000	\$ 14,000	\$ 483,000	-	\$ -	\$ -	\$ -	5	\$ 150,000	-	\$ -	22.89	\$ 1,198,000	\$ 14,000	\$ 1,212,000	
	Primary System, urban needs: 2/																					
	Present	-	\$ -	\$ -	\$ -	0.49	\$ 45,000	\$ -	\$ 45,000	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	0.49	\$ 45,000	\$ -	\$ 45,000	
	Future 1/	0.27	\$ 10,000	\$ -	\$ 10,000	-	\$ -	\$ -	\$ -	0.49	\$ 45,000	\$ -	\$ 45,000	-	\$ -	-	\$ -	0.27	\$ 10,000	\$ -	\$ 10,000	
	Total	0.27	\$ 10,000	\$ -	\$ 10,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	0.76	\$ 55,000	\$ -	\$ 55,000	Putnam
	Total needs, Primary System	17.93	\$ 589,000	\$ -	\$ 589,000	5.23	\$ 469,000	\$ 14,000	\$ 483,000	0.49	\$ 45,000	\$ -	\$ 45,000	5	\$ 150,000	-	\$ -	23.65	\$ 1,253,000	\$ 14,000	\$ 1,267,000	
	Federal-aid Secondary, rural needs:																					
	Present	-	\$ -	\$ -	\$ -</																	

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(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				County		
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Rock Island	Primary System, rural needs:	9.06	\$ 396,000	\$ 42,000	\$ 438,000	19.07	\$ 3,908,000	\$ 1,772,000	\$ 5,680,000	4.50	\$ 721,000	\$ 120,000	\$ 841,000	6	\$ 1,024,000	4	\$ 1,064,000	32.63	\$ 7,113,000	\$ 1,934,000	\$ 9,047,000	Rock Island
	Present	13.04	\$ 348,000	\$ 80,000	\$ 428,000	2.02	\$ 363,000	\$ 71,000	\$ 434,000	0.00	\$ 1,108,000	\$ -	\$ 1,108,000	6	\$ 164,000	-	\$ 15.06	1,983,000	\$ 151,000	\$ 2,134,000		
	Future 1/	22.10	\$ 744,000	\$ 122,000	\$ 866,000	21.09	\$ 4,271,000	\$ 1,843,000	\$ 6,114,000	4.50	\$ 1,829,000	\$ 120,000	\$ 1,949,000	12	\$ 1,188,000	4	\$ 1,064,000	47.69	\$ 9,096,000	\$ 2,085,000	\$ 11,181,000	
	Primary System, urban needs: 2/	3.43	\$ 140,000	\$ 4,000	\$ 144,000	1.91	\$ 1,966,000	\$ 1,158,000	\$ 3,124,000	11.69	\$ 1,718,000	\$ 353,000	\$ 2,071,000	1	\$ 40,000	10	\$ 3,843,000	17.03	\$ 7,707,000	\$ 1,515,000	\$ 9,222,000	
	Present	0.42	\$ 9,000	\$ -	\$ 9,000	-	\$ -	\$ -	\$ -	0.00	\$ 24,000	\$ -	\$ 24,000	-	\$ -	-	\$ -	0.42	\$ 33,000	\$ -	\$ 33,000	
	Future 1/	3.85	\$ 149,000	\$ 4,000	\$ 153,000	1.91	\$ 1,966,000	\$ 1,158,000	\$ 3,124,000	11.69	\$ 1,742,000	\$ 353,000	\$ 2,095,000	1	\$ 40,000	10	\$ 3,843,000	17.45	\$ 7,740,000	\$ 1,515,000	\$ 9,255,000	
	Total needs, Primary System	25.95	\$ 893,000	\$ 126,000	\$ 1,019,000	23.00	\$ 6,237,000	\$ 3,001,000	\$ 9,238,000	16.19	\$ 3,571,000	\$ 473,000	\$ 4,044,000	13	\$ 1,228,000	14	\$ 4,907,000	65.14	\$ 16,836,000	\$ 3,600,000	\$ 20,436,000	
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	20.2	\$ 486,700	\$ 26,250	\$ 512,950	-	\$ -	\$ -	\$ -	2	\$ 342,240	-	\$ -	20.2	\$ 828,940	\$ 26,250	\$ 855,190	
St. Clair	Present	5.2	\$ 62,500	\$ -	\$ 62,500	7.4	\$ 186,840	\$ 7,915	\$ 194,755	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	12.6	\$ 249,340	\$ 7,915	\$ 257,255	St. Clair
	Future 3/	5.2	\$ 62,500	\$ -	\$ 62,500	27.6	\$ 673,540	\$ 34,165	\$ 707,705	-	\$ -	\$ -	\$ -	2	\$ 342,240	-	\$ -	32.8	\$ 1,078,280	\$ 34,165	\$ 1,112,445	
	Total, All needs	31.15	\$ 955,500	\$ 126,000	\$ 1,081,500	50.60	\$ 6,910,540	\$ 3,035,165	\$ 9,945,705	16.19	\$ 3,571,000	\$ 473,000	\$ 4,044,000	15	\$ 1,570,240	14	\$ 4,907,000	97.94	\$ 17,914,280	\$ 3,634,165	\$ 21,548,445	
	Primary System, rural needs:	49.18	\$ 2,029,000	\$ 279,000	\$ 2,308,000	33.02	\$ 8,934,000	\$ 2,060,000	\$ 10,994,000	10.42	\$ 1,335,000	\$ 298,000	\$ 1,633,000	42	\$ 19,458,000	27	\$ 6,954,000	92.62	\$ 38,710,000	\$ 2,637,000	\$ 41,347,000	St. Clair
	Present	44.62	\$ 1,570,000	\$ 117,000	\$ 1,687,000	0.08	\$ 474,000	\$ 3,000	\$ 477,000	0.43	\$ 225,000	\$ -	\$ 225,000	4	\$ 104,000	1	\$ 51,000	45.13	\$ 2,424,000	\$ 120,000	\$ 2,544,000	
	Future 1/	93.80	\$ 3,599,000	\$ 396,000	\$ 3,995,000	33.10	\$ 9,408,000	\$ 2,063,000	\$ 11,471,000	10.85	\$ 1,560,000	\$ 298,000	\$ 1,858,000	46	\$ 19,562,000	28	\$ 7,005,000	137.75	\$ 41,134,000	\$ 2,757,000	\$ 43,891,000	
	Primary System, urban needs: 2/	15.12	\$ 1,249,000	\$ -	\$ 1,249,000	7.23	\$ 2,452,000	\$ 785,000	\$ 3,237,000	6.20	\$ 903,000	\$ 27,000	\$ 930,000	2	\$ 109,000	17	\$ 15,208,000	28.55	\$ 19,921,000	\$ 812,000	\$ 20,733,000	
	Present	14.09	\$ 751,000	\$ 11,000	\$ 762,000	1.31	\$ 298,000	\$ -	\$ 298,000	0.60	\$ 80,000	\$ -	\$ 80,000	-	\$ -	16.00	\$ 1,129,000	11,000	\$ 1,140,000	\$ 21,050,000	\$ 823,000	\$ 21,873,000
	Future 1/	29.21	\$ 2,000,000	\$ 11,000	\$ 2,011,000	8.54	\$ 2,750,000	\$ 785,000	\$ 3,535,000	6.80	\$ 983,000	\$ 27,000	\$ 1,010,000	2	\$ 109,000	17	\$ 15,208,000	44.55	\$ 21,050,000	\$ 823,000	\$ 21,873,000	
	Total needs, Primary System	123.01	\$ 5,599,000	\$ 407,000	\$ 6,006,000	41.64	\$ 12,158,000	\$ 2,848,000	\$ 15,006,000	17.65	\$ 2,543,000	\$ 325,000	\$ 2,868,000	48	\$ 19,671,000	45	\$ 22,213,000	182.30	\$ 62,184,000	\$ 3,580,000	\$ 65,764,000	
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	54.1	\$ 795,170	\$ 14,840	\$ 810,010	-	\$ -	\$ -	\$ -	3	\$ 115,920	-	\$ -	54.1	\$ 911,090	\$ 14,840	\$ 925,930	
Saline	Present	-	\$ -	\$ -	\$ -	16.6	\$ 113,800	\$ -	\$ 113,800	-	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	16.6	\$ 113,800	\$ 14,840	\$ 113,800	Saline
	Future 3/	-	\$ -	\$ -	\$ -	70.7	\$ 908,970	\$ 14,840	\$ 923,810	-	\$ -	\$ -	\$ -	3	\$ 115,920	-	\$ -	70.7	\$ 1,024,890	\$ 14,840	\$ 1,039,730	
	Total, All needs	123.01	\$ 5,599,000	\$ 407,000	\$ 6,006,000	112.34	\$ 13,066,970	\$ 2,862,840	\$ 15,929,810	17.65	\$ 2,543,000	\$ 325,000	\$ 2,868,000	51	\$ 19,786,920	45	\$ 22,213,000	253.00	\$ 63,208,890	\$ 3,594,840	\$ 66,803,730	
	Primary System, rural needs:	34.42	\$ 1,180,000	\$ 92,000	\$ 1,272,000	11.42	\$ 744,000	\$ 74,000	\$ 818,000	0.33	\$ 35,000	\$ 13,000	\$ 48,000	19	\$ 921,000	-	\$ -	46.17	\$ 2,880,000	\$ 179,000	\$ 3,059,000	Saline
	Present	40.96	\$ 1,270,000	\$ 12,000	\$ 1,282,000	0.32	\$ 21,000	\$ 4,000	\$ 25,000	0.00	\$ 11,000	\$ -	\$ 11,000	10	\$ 342,000	-	\$ -	41.28	\$ 1,644,000	\$ 16,000	\$ 1,660,000	
	Future 1/	75.38	\$ 2,450,000	\$ 104,000	\$ 2,554,000	11.74	\$ 765,000	\$ 78,000	\$ 843,000	0.33	\$ 46,000	\$ 13,000	\$ 59,000	29	\$ 1,263,000	-	\$ -	87.45	\$ 4,524,000	\$ 195,000</td		

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(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work			County	
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	
Scott	Primary System, rural needs:	6.31	\$ 246,000	\$ 40,000	\$ 286,000	4.81	\$ 401,000	\$ 34,000	\$ 435,000	-	\$ -	\$ -	\$ -	6	\$ 171,000	-	\$ -	11.12	\$ 818,000	\$ 74,000	\$ 892,000	
	Present	7.49	\$ 90,000	-	\$ 90,000	-	-	-	-	-	-	-	-	-	-	-	-	7.49	\$ 90,000	-	\$ 90,000	
	Future 1/	13.80	\$ 336,000	\$ 40,000	\$ 376,000	4.81	\$ 401,000	\$ 34,000	\$ 435,000	-	\$ -	\$ -	\$ -	6	\$ 171,000	-	\$ -	18.61	\$ 908,000	\$ 74,000	\$ 982,000	
	Total																					
	Primary System, urban needs: 2/	1.12	\$ 42,000	\$ 6,000	\$ 48,000	0.85	\$ 68,000	\$ 4,000	\$ 72,000	0.61	\$ 65,000	\$ -	\$ 65,000	-	\$ -	1	\$ 175,000	2.58	\$ 350,000	\$ 10,000	\$ 360,000	
	Present	-	-	-	-	0.85	\$ 68,000	\$ 4,000	\$ 72,000	0.61	\$ 65,000	\$ -	\$ 65,000	-	\$ -	-	-	-	-	-	-	
	Future 1/	1.12	\$ 42,000	\$ 6,000	\$ 48,000	-	-	-	-	-	-	-	-	-	-	1	\$ 175,000	2.58	\$ 350,000	\$ 10,000	\$ 360,000	
	Total																					
	Total needs, Primary System	14.92	\$ 378,000	\$ 46,000	\$ 424,000	5.66	\$ 469,000	\$ 38,000	\$ 507,000	0.61	\$ 65,000	\$ -	\$ 65,000	6	\$ 171,000	1	\$ 175,000	21.19	\$ 1,258,000	\$ 84,000	\$ 1,342,000	Scott
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	16.1	\$ 32,285	\$ -	\$ 32,285	-	\$ -	\$ -	\$ -	-	\$ -	-	-	16.1	\$ 32,285	\$ -	\$ 32,285	
Shelby	Present	-	-	-	-	5.2	\$ 10,282	-	\$ 10,282	-	-	-	-	-	-	-	-	5.2	\$ 10,282	-	\$ 10,282	
	Future 3/	-	-	-	-	21.3	\$ 42,567	\$ -	\$ 42,567	-	\$ -	\$ -	\$ -	-	\$ -	-	-	21.3	\$ 42,567	\$ -	\$ 42,567	
	Total																					
	Total, All needs	14.92	\$ 378,000	\$ 46,000	\$ 424,000	26.96	\$ 511,567	\$ 38,000	\$ 549,567	0.61	\$ 65,000	\$ -	\$ 65,000	6	\$ 171,000	1	\$ 175,000	42.49	\$ 1,300,567	\$ 84,000	\$ 1,384,567	
	Primary System, rural needs:	14.44	\$ 593,000	\$ 240,000	\$ 833,000	21.26	\$ 1,849,000	\$ 340,000	\$ 2,189,000	-	\$ -	\$ -	\$ -	11	\$ 418,000	1	\$ 200,000	35.70	\$ 3,060,000	\$ 580,000	\$ 3,640,000	
	Present	18.44	\$ 732,000	65,000	\$ 797,000	-	-	-	-	-	-	-	-	-	-	-	-	18.44	\$ 766,000	65,000	\$ 831,000	
	Future 1/	32.88	\$ 1,325,000	\$ 305,000	\$ 1,630,000	21.26	\$ 1,849,000	\$ 340,000	\$ 2,189,000	-	\$ -	\$ -	\$ -	12	\$ 452,000	1	\$ 200,000	54.14	\$ 3,826,000	\$ 645,000	\$ 4,471,000	
	Primary System, urban needs: 2/	0.17	\$ 9,000	\$ -	\$ 9,000	4.91	\$ 801,000	\$ 48,000	\$ 849,000	-	\$ -	\$ -	\$ -	-	\$ -	-	-	5.08	\$ 810,000	\$ 48,000	\$ 858,000	
	Present	0.57	\$ 18,000	-	\$ 18,000	-	-	-	-	-	-	-	-	-	-	-	-	0.57	\$ 18,000	-	\$ 18,000	
	Future 1/	0.74	\$ 27,000	\$ -	\$ 27,000	4.91	\$ 801,000	\$ 48,000	\$ 849,000	-	\$ -	\$ -	\$ -	-	\$ -	-	-	5.65	\$ 828,000	\$ 48,000	\$ 876,000	Shelby
	Total needs, Primary System	33.62	\$ 1,352,000	\$ 305,000	\$ 1,657,000	26.17	\$ 2,650,000	\$ 388,000	\$ 3,038,000	-	\$ -	\$ -	\$ -	12	\$ 452,000	1	\$ 200,000	59.79	\$ 4,654,000	\$ 693,000	\$ 5,347,000	
Stark	Federal-aid Secondary, rural needs:	3.0	\$ 1,500	\$ -	\$ 1,500	37.7	\$ 374,579	\$ 1,265	\$ 375,844	-	\$ -	\$ -	\$ -	6	\$ 83,600	-	\$ -	40.7	\$ 459,679	\$ 1,265	\$ 460,944	
	Present	-	-	-	-	25.4	\$ 120,208	-	\$ 120,208	-	-	-	-	-	-	-	25.4	\$ 120,208	-	\$ 120,208		
	Future 3/	3.0	\$ 1,500	\$ -	\$ 1,500	63.1	\$ 494,787	\$ 1,265	\$ 496,052	-	\$ -	\$ -	\$ -	6	\$ 83,600	-	\$ -	66.1	\$ 579,887	\$ 1,265	\$ 581,152	
	Total													18	\$ 535,600	1	\$ 200,000	125.89	\$ 5,233,887	\$ 694,265	\$ 5,928,152	
	Total, All needs	36.62	\$ 1,353,500	\$ 305,000	\$ 1,658,500	89.27	\$ 3,144,787	\$ 389,265	\$ 3,534,052	-	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	-	
	Primary System, rural needs:	19.04	\$ 761,000	\$ 9,000	\$ 770,000	5.88	\$ 396,000	\$ 32,000	\$ 428,000	-	\$ -	\$ -	\$ -	7	\$ 243,000	-	\$ -	24.92	\$ 1,400,000	\$ 41,000	\$ 1,441,000	
	Present	9.08	\$ 301,000	-	\$ 301,000	0.00	\$ 147,000	26,000	\$ 173,000	-	\$ -	\$ -	\$ -	-	-	-	-	9.08	\$ 617,000	26,000	\$ 643,000	
	Future 1/	28.12	\$ 1,062,000	\$ 9,000	\$ 1,071,000	5.88	\$ 543,000	\$ 58,000	\$ 601,000	-	\$ -	\$ -	\$ -	7	\$ 243,000	1	\$ 169,000	34.00	\$ 2,017,000	\$ 67,000	\$ 2,084,000	
	Primary System, urban needs: 2/	0.81	\$ 31,000	\$ 1,000	\$ 32,000	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	1	\$ 136,000	0.81	\$ 167,000	\$ 1,000	\$ 168,000	
	Present	-	-	-	-	0.81	\$ 31,000	\$ 1,000	\$ 32,000	-	\$ -	\$ -	\$ -	-	-	1	\$ 136,000	0.81	\$ 167,000	\$ 1,000	\$ 168,000	
Stephenson	Total needs, Primary System	28.93	\$ 1,093,000	\$ 10,000	\$ 1,103,000	5.88	\$ 543,000	\$ 58,000	\$ 601,000	-	\$ -	\$ -	\$ -	7	\$ 243,000	2	\$ 305,000	34.81	\$ 2,184,000	\$ 68,000	\$ 2,252,000	
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	11.3	\$ 102,625	\$ 4,900	\$ 107,525	-	\$ -	\$ -	\$ -	3	\$ 163,000	-	\$ -	11.3	\$ 265,625	\$ 4,900	\$ 270,525	
	Present	-	-	-	-	19.5	\$ 110,825	-	\$ 110,825	-	-	-	-	-	-	-	19.5	\$ 110,825	-	\$ 110,825		

Co

Union

Vermil

Wabash

Warren

Washing

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening						Construction or Reconstruction on Same or New Grade and Alignment						Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement						Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures		Total All Work						County													
		Miles			Construction Cost			Right-of-way Cost			Total Cost			Miles			Construction Cost			Right-of-way Cost			Total Cost			Number			Total Cost														
		Miles			Construction Cost			Right-of-way Cost			Total Cost			Miles			Construction Cost			Right-of-way Cost			Total Cost			Number			Total Cost														
Union	Primary System, rural needs:	10.44	\$ 364,000	\$ 17,000	\$ 381,000	28.43	\$ 2,680,000	\$ 383,000	\$ 3,063,000	-	\$ -	\$ -	\$ -	9	\$ 227,000	2	\$ 506,000	38.87	\$ 3,777,000	\$ 400,000	\$ 4,177,000	30.22	\$ 1,031,000	\$ 6,000	\$ 1,037,000	11	\$ 323,000	2	\$ 4,808,000	\$ 406,000	\$ 5,214,000												
	Present	30.06	\$ 681,000	\$ 4,000	\$ 685,000	0.16	\$ 27,000	\$ 2,000	\$ 29,000	-	\$ -	\$ -	\$ -	11	\$ 550,000	2	\$ 506,000	69.09																									
	Future 1/	40.50	\$ 1,045,000	\$ 21,000	\$ 1,066,000	28.59	\$ 2,707,000	\$ 385,000	\$ 3,092,000	-	\$ -	\$ -	\$ -	1	\$ 17,000	2	\$ 1,257,000	5.11	\$ 1,645,000	\$ 96,000	\$ 1,741,000	4.22	\$ 77,000																				
	Primary System, urban needs: 2/	1.33	\$ 49,000	\$ 2,000	\$ 51,000	2.40	\$ 175,000	\$ 38,000	\$ 213,000	1.38	\$ 147,000	\$ 56,000	\$ 203,000	-	\$ -	1	\$ 17,000	2	\$ 1,257,000	9.33	\$ 1,722,000	\$ 96,000	\$ 1,818,000	4.22	\$ 77,000																		
	Present	4.22	\$ 77,000			-				-				1	\$ 17,000	2	\$ 1,257,000	9.33																									
	Future 1/	5.55	\$ 126,000	\$ 2,000	\$ 128,000	2.40	\$ 175,000	\$ 38,000	\$ 213,000	1.38	\$ 147,000	\$ 56,000	\$ 203,000	-	\$ -	1	\$ 17,000	2	\$ 1,257,000	9.33																							
	Total													12	\$ 567,000	4	\$ 1,763,000	78.42	\$ 6,530,000	\$ 502,000	\$ 7,032,000																						
	Total needs, Primary System	46.05	\$ 1,171,000	\$ 23,000	\$ 1,194,000	30.99	\$ 2,882,000	\$ 423,000	\$ 3,305,000	1.38	\$ 147,000	\$ 56,000	\$ 203,000	-	\$ -	21.0	\$ 151,650		\$ -		\$ 151,650																						
	Federal-aid Secondary, rural needs:	14.0	\$ 56,000	\$ -	\$ 56,000	7.0	\$ 83,950	\$ -	\$ 83,950	-	\$ -	\$ -	\$ -	1	\$ 11,700	-	\$ -	21.0	\$ 151,650	\$ -																							
	Present	-				-				-				1	\$ 11,700	-		21.0																									
	Future 3/	14.0	\$ 56,000	\$ -	\$ 56,000	7.0	\$ 83,950	\$ -	\$ 83,950	-	\$ -	\$ -	\$ -	1	\$ 11,700	-		21.0																									
	Total	60.05	\$ 1,227,000	\$ 23,000	\$ 1,250,000	37.99	\$ 2,965,950	\$ 423,000	\$ 3,388,950	1.38	\$ 147,000	\$ 56,000	\$ 203,000	-	\$ -	13	\$ 578,700	4	\$ 1,763,000	99.42	\$ 6,681,650	\$ 502,000	\$ 7,183,650																				
Vermilion	Total, All needs																																										
	Primary System, rural needs:	19.35	\$ 749,000	\$ 168,000	\$ 917,000	23.06	\$ 2,361,000	\$ 532,000	\$ 2,893,000	-	\$ -	\$ -	\$ -	9	\$ 562,000	1	\$ 177,000	42.41	\$ 3,849,000	\$ 700,000	\$ 4,549,000	37.88	\$ 2,335,000	\$ 59,000	\$ 2,394,000	-																	
	Present	35.94	\$ 1,233,000	\$ 20,000	\$ 1,253,000	0.54	\$ 1,233,000	\$ 188,000	\$ 2,170,000	23.60	\$ 2,457,000	\$ 543,000	\$ 3,000,000	-	\$ -	10	\$ 268,000	2	\$ 221,000	80.29	\$ 6,184,000	\$ 759,000	\$ 6,943,000	3.05																			
	Future 1/	55.29	\$ 1,982,000	\$ 188,000	\$ 2,170,000	-				-				19	\$ 830,000	3	\$ 398,000																										
	Total																																										
	Primary System, urban needs: 2/	0.88	\$ 66,000	\$ -	\$ 66,000	10.08	\$ 2,387,000	\$ 905,000	\$ 3,292,000	0.87	\$ 116,000	\$ -	\$ 116,000	1	\$ 1,035,000	2	\$ 868,000	11.83	\$ 4,472,000	\$ 905,000	\$ 5,377,000	2.74	\$ 221,000	\$ 102,000	\$ 323,000	-																	
	Present	2.17	\$ 75,000		\$ 75,000	0.57	\$ 146,000	\$ 102,000	\$ 248,000	-	\$ -			1	\$ 1,035,000	2	\$ 868,000	14.57	\$ 4,693,000	\$ 1,007,000	\$ 5,700,000	1.05																					
	Future 1/	3.05	\$ 141,000	\$ -	\$ 141,000	10.65	\$ 2,533,000	\$ 1,007,000	\$ 3,540,000	0.87	\$ 116,000	\$ -	\$ 116,000	1	\$ 1,035,000	2	\$ 868,000	94.86	\$ 10,877,000	\$ 1,766,000	\$ 12,643,000	9.46																					
	Total																																										
	Total needs, Primary System	58.34	\$ 2,123,000	\$ 188,000																																							

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Wayne

White

Whites

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Willies

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				County			
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost		
Wayne	Primary System, rural needs:																						
	Present	31.02	\$1,210,000	\$164,000	\$1,374,000	14.66	\$1,240,000	\$165,000	\$1,405,000	0.26	\$ 61,000	\$ 5,000	\$ 66,000	28	\$ 898,000	-	\$ -	45.94	\$ 3,409,000	\$ 334,000	\$ 3,743,000		
	Future 1/	0.14	2,000	2,000	2,000														0.14	2,000	2,000	2,000	
	Total	31.16	\$1,212,000	\$164,000	\$1,376,000	14.66	\$1,240,000	\$165,000	\$1,405,000	0.26	\$ 61,000	\$ 5,000	\$ 66,000	28	\$ 898,000	-	\$ -	46.08	\$ 3,411,000	\$ 334,000	\$ 3,745,000		
	Primary System, urban needs: 2/																						
	Present	1.10	\$ 44,000	\$ 7,000	\$ 51,000	0.84	\$ 56,000	\$ 12,000	\$ 68,000	1.78	\$ 508,000	\$ 70,000	\$ 578,000	-	\$ -	-	\$ -	3.72	\$ 608,000	\$ 89,000	\$ 697,000		
	Future 1/	0.49	20,000	3,000	23,000						0.35	51,000	-	51,000	-	-	-	-	0.84	71,000	3,000	74,000	
	Total	1.59	\$ 64,000	\$ 10,000	\$ 74,000	0.84	\$ 56,000	\$ 12,000	\$ 68,000	2.13	\$ 559,000	\$ 70,000	\$ 629,000	-	\$ -	-	\$ -	4.56	\$ 679,000	\$ 92,000	\$ 771,000		
	Total needs, Primary System	32.75	\$1,276,000	\$174,000	\$1,450,000	15.50	\$1,296,000	\$177,000	\$1,473,000	2.39	\$ 620,000	\$ 75,000	\$ 695,000	28	\$ 898,000	-	\$ -	50.64	\$ 4,090,000	\$ 426,000	\$ 4,516,000	Wayne	
White	Federal-aid Secondary, rural needs:																						
	Present	-	\$ -	\$ -	\$ -	47.9	\$ 606,060	\$ 440	\$ 606,500	-	\$ -	\$ -	\$ -	3	\$ 143,600	-	\$ -	47.9	\$ 749,660	\$ 440	\$ 750,100		
	Future 3/	-				16.7	180,430	-	180,430	-				3	40,400	-	-	16.7	220,830	-	-		
	Total	-	\$ -	\$ -	\$ -	64.6	\$ 786,490	\$ 440	\$ 786,930	-	\$ -	\$ -	\$ -	6	\$ 184,000	-	\$ -	64.6	\$ 970,490	\$ 440	\$ 970,930		
	Total, All needs	32.75	\$1,276,000	\$174,000	\$1,450,000	80.10	\$2,082,490	\$177,440	\$2,259,930	2.39	\$ 620,000	\$ 75,000	\$ 695,000	34	\$ 1,082,000	-	\$ -	115.24	\$ 5,060,490	\$ 426,440	\$ 5,486,930		
	Primary System, rural needs:																						
	Present	32.93	\$1,389,000	\$229,000	\$1,618,000	13.28	\$1,330,000	\$124,000	\$1,454,000	1.39	\$ 230,000	\$ 19,000	\$ 249,000	18	\$ 412,000	2	\$ 743,000	47.60	\$ 4,104,000	\$ 372,000	\$ 4,476,000		
	Future 1/	6.95	234,000	-	234,000					0.19	42,000	8,000	50,000		-	-	-	7.14	276,000	8,000	284,000		
	Total	39.88	\$1,623,000	\$229,000	\$1,852,000	13.28	\$1,330,000	\$124,000	\$1,454,000	1.58	\$ 272,000	\$ 27,000	\$ 299,000	18	\$ 412,000	2	\$ 743,000	54.74	\$ 4,380,000	\$ 380,000	\$ 4,760,000		
Whiteside	Primary System, urban needs: 2/																						
	Present	1.16	\$ 55,000	\$ 16,000	\$ 71,000	0.16	\$ 16,000	\$ 1,000	\$ 17,000	3.20	\$ 574,000	\$ 55,000	\$ 629,000	1	\$ 270,000	-	\$ -	4.52	\$ 915,000	\$ 72,000	\$ 987,000		
	Future 1/	0.88	32,000	3,000	35,000					0.65	103,000	6,000	109,000		-	-	-	1.53	135,000	9,000	144,000		
	Total	2.04	\$ 87,000	\$ 19,000	\$ 106,000	0.16	\$ 16,000	\$ 1,000	\$ 17,000	3.85	\$ 677,000	\$ 61,000	\$ 738,000	1	\$ 270,000	-	\$ -	6.05	\$ 1,050,000	\$ 81,000	\$ 1,131,000		
	Total needs, Primary System	41.92	\$1,710,000	\$248,000	\$1,958,000	13.44	\$1,346,000	\$125,000	\$1,471,000	5.43	\$ 949,000	\$ 88,000	\$ 1,037,000	19	\$ 682,000	2	\$ 743,000	60.79	\$ 5,430,000	\$ 461,000	\$ 5,891,000		
	Federal-aid Secondary, rural needs:																						
	Present	-	\$ -	\$ -	\$ -	58.3	\$ 629,430	\$ 33,909	\$ 663,339	-	\$ -	\$ -	\$ -	8	\$ 395,050	-	\$ -	58.3	\$ 1,024,480	\$ 33,909	\$ 1,058,389		
	Future 3/	-				58.3	629,430	\$ 33,909	\$ 663,339	-	\$ -	\$ -	\$ -	8	395,050	-	\$ -	58.3	\$ 1,024,480	\$ 33,909	\$ 1,058,389		
	Total, All needs	41.92	\$1,710,000	\$248,000	\$1,958,000	71.74	\$1,975,430	\$158,909	\$2,134,339	5.43	\$ 949,000	\$ 88,000	\$ 1,037,000	27	\$ 1,077,050	2	\$ 743,000	119.09	\$ 6,454,480	\$ 494,909	\$ 6,949,389		
Will	Primary System, rural needs:																						
	Present	9.61	\$ 471,000	\$ 25,000	\$ 496,000	32.25	\$3,137,000	\$367,000	\$3,504,000	1.30	\$ 174,000	\$ -	\$ 174,000	13	\$ 507,000	3	\$ 1,554,000	43.16	\$ 5,843,000	\$ 392,000	\$ 6,235,000		
	Future 1/	23.82	769,000	49,000	818,000					1.30	174,000	\$ -	\$ 174,000	1	\$ 12,000	3	\$ 1,554,000	23.82	781,000	49,000	830,000		
	Total	33.43	\$1,240,000	\$74,000	\$1,314,000	32.25	\$3,137,000	\$367,000	\$3,504,000	1.30	\$ 174,000	\$ -	\$ 174,000	14	\$ 519,000	3	\$ 1,554,000	66.98	\$ 6,624,000	\$ 441,000	\$ 7,065,000		
	Primary System, urban needs: 2/																						
	Present	1.57	\$ 58,000	\$ 5,000	\$ 63,000	1.60	\$ 196,000	\$ 5,000	\$ 201,000	4.12	\$ 580,0												

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IMPROVEMENTS NEEDED TO MEET PRESENT DEFICIENCIES OF THE PRIMARY AND FEDERAL-AID SECONDARY HIGHWAY SYSTEMS AND THOSE ESTIMATED TO OCCUR IN THE PERIOD 1952 TO 1960, INCLUSIVE.

(Reported in the Survey of Highway Needs of January 1, 1950 as revised to show effect of contracts awarded to December 1, 1950.)

County	System	Resurfacing with or without Widening				Construction or Reconstruction on Same or New Grade and Alignment				Additional Traffic or Parking Lanes with or without Resurfacing Existing Pavement				Bridge Construction Reconstruction or Widening		Railroad-highway & Highway-highway Structures				County		
		Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost	Number	Total Cost	Miles	Construction Cost	Right-of-way Cost	Total Cost			
Winnebago	Primary System, rural needs:																					
	Present	21.16	\$ 922,000	\$ 148,000	\$ 1,070,000	16.01	\$ 2,228,000	\$ 474,000	\$ 2,702,000	8.73	\$ 1,387,000	\$ -	\$ 1,387,000	4	\$ 346,000	45.90	\$ 5,348,000	\$ 622,000	\$ 5,970,000			
	Future 1/	8.64	\$ 287,000	\$ -	\$ 287,000	1.23	\$ 220,000	\$ 36,000	\$ 256,000	7.21	\$ 1,150,000	\$ 146,000	\$ 1,296,000	3	\$ 65,000	17.08	\$ 1,722,000	\$ 182,000	\$ 1,904,000			
	Total	29.80	\$ 1,209,000	\$ 148,000	\$ 1,357,000	17.24	\$ 2,448,000	\$ 510,000	\$ 2,958,000	15.94	\$ 2,537,000	\$ 146,000	\$ 2,683,000	7	\$ 411,000	62.98	\$ 7,070,000	\$ 804,000	\$ 7,874,000			
	Primary System, urban needs: 2/	0.40	\$ 62,000	\$ -	\$ 62,000	7.53	\$ 1,776,000	\$ 987,000	\$ 2,763,000	9.78	\$ 1,433,000	\$ -	\$ 1,433,000	5	\$ 913,000	17.71	\$ 5,421,000	\$ 987,000	\$ 6,408,000			
	Present	1.90	\$ 71,000	\$ -	\$ 71,000	7.53	\$ 1,776,000	\$ 987,000	\$ 2,763,000	10.08	\$ 1,827,000	\$ 6,000	\$ 1,833,000	1	\$ 102,000	2.20	\$ 567,000	\$ 6,000	\$ 573,000			
	Future 1/	2.30	\$ 133,000	\$ -	\$ 133,000	7.53	\$ 1,776,000	\$ 987,000	\$ 2,763,000	26.02	\$ 4,364,000	\$ 152,000	\$ 4,516,000	6	\$ 1,015,000	19.91	\$ 5,988,000	\$ 993,000	\$ 6,981,000	Winnebago		
	Total needs, Primary System	32.10	\$ 1,342,000	\$ 148,000	\$ 1,490,000	24.77	\$ 4,224,000	\$ 1,497,000	\$ 5,721,000	26.02	\$ 4,364,000	\$ 152,000	\$ 4,516,000	13	\$ 1,426,000	82.89	\$ 13,058,000	\$ 1,797,000	\$ 14,855,000			
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	4.0	\$ 81,520	\$ 3,300	\$ 84,820	-	\$ -	\$ -	\$ -	-	\$ -	4.0	\$ 81,520	\$ 3,300	\$ 84,820			
	Present	-	\$ -	\$ -	\$ -	4.0	\$ 81,520	\$ 3,300	\$ 84,820	-	\$ -	\$ -	\$ -	1	\$ 128,000	-	\$ 209,520	\$ 3,300	\$ 212,820			
	Future 3/	-	\$ -	\$ -	\$ -	28.77	\$ 4,305,520	\$ 1,500,300	\$ 5,805,820	26.02	\$ 4,364,000	\$ 152,000	\$ 4,516,000	14	\$ 1,554,000	86.89	\$ 13,267,520	\$ 1,800,300	\$ 15,067,820			
	Total, All needs	32.10	\$ 1,342,000	\$ 148,000	\$ 1,490,000	28.77	\$ 4,305,520	\$ 1,500,300	\$ 5,805,820	26.02	\$ 4,364,000	\$ 152,000	\$ 4,516,000	5	\$ 1,702,000							
Woodford	Primary System, rural needs:	49.22	\$ 2,144,000	\$ 127,000	\$ 2,271,000	16.06	\$ 1,464,000	\$ 159,000	\$ 1,623,000	0.05	\$ 5,000	\$ -	\$ 5,000	9	\$ 546,000	65.33	\$ 4,159,000	\$ 286,000	\$ 4,445,000			
	Present	28.76	\$ 641,000	\$ 6,000	\$ 647,000	-	\$ 1,464,000	\$ -	\$ -	-	\$ -	\$ -	\$ -	2	\$ 85,000	28.76	\$ 726,000	\$ 6,000	\$ 732,000			
	Future 1/	77.98	\$ 2,785,000	\$ 133,000	\$ 2,918,000	16.06	\$ 1,464,000	\$ 159,000	\$ 1,623,000	0.05	\$ 5,000	\$ -	\$ 5,000	11	\$ 631,000	94.09	\$ 4,885,000	\$ 292,000	\$ 5,177,000			
	Primary System, urban needs: 2/	2.96	\$ 159,000	\$ 12,000	\$ 171,000	2.09	\$ 257,000	\$ 41,000	\$ 298,000	0.94	\$ 68,000	\$ -	\$ 68,000	-	\$ -	5.99	\$ 484,000	\$ 53,000	\$ 537,000			
	Present	0.87	\$ 11,000	\$ -	\$ 11,000	-	\$ 257,000	\$ 41,000	\$ 298,000	0.94	\$ 68,000	\$ -	\$ 68,000	-	\$ -	0.87	\$ 11,000	\$ -	\$ 11,000			
	Future 1/	3.83	\$ 170,000	\$ 12,000	\$ 182,000	2.09	\$ 257,000	\$ 41,000	\$ 298,000	0.94	\$ 68,000	\$ -	\$ 68,000	-	\$ -	6.86	\$ 495,000	\$ 53,000	\$ 548,000			
	Total	81.81	\$ 2,955,000	\$ 145,000	\$ 3,100,000	18.15	\$ 1,721,000	\$ 200,000	\$ 1,921,000	0.99	\$ 73,000	\$ -	\$ 73,000	11	\$ 631,000	100.95	\$ 5,380,000	\$ 345,000	\$ 5,725,000			
	Total needs, Primary System	81.81	\$ 2,955,000	\$ 145,000	\$ 3,100,000	73.75	\$ 2,573,710	\$ 201,440	\$ 2,775,150	0.99	\$ 73,000	\$ -	\$ 73,000	13	\$ 717,820	-	\$ 156.55	\$ 6,319,530	\$ 346,440	\$ 6,665,970		
	Federal-aid Secondary, rural needs:	-	\$ -	\$ -	\$ -	51.6	\$ 833,110	\$ 1,440	\$ 834,550	-	\$ -	\$ -	\$ -	2	\$ 86,820	51.6	\$ 919,930	\$ 1,440	\$ 921,370			
	Present	-	\$ -	\$ -	\$ -	4.0	\$ 19,600	\$ -	\$ 19,600	-	\$ -	\$ -	\$ -	-	\$ -	4.0	\$ 19,600	\$ -	\$ 19,600			
	Future 3/	-	\$ -	\$ -	\$ -	55.6	\$ 852,710	\$ 1,440	\$ 854,150	-	\$ -	\$ -	\$ -	2	\$ 86,820	55.6	\$ 939,530	\$ 1,440	\$ 940,970			
	Total	81.81	\$ 2,955,000	\$ 145,000	\$ 3,100,000	73.75	\$ 2,573,710	\$ 201,440	\$ 2,775,150	0.99	\$ 73,000	\$ -	\$ 73,000	13	\$ 717,820	-	\$ 156.55	\$ 6,319,530	\$ 346,440	\$ 6,665,970		
	Total, All needs	81.81	\$ 2,955,000	\$ 145,000	\$ 3,100,000	73.75	\$ 2,573,710	\$ 201,440	\$ 2,775,150	0.99	\$ 73,000	\$ -	\$ 73,000	13	\$ 717,820	-	\$ 156.55	\$ 6,319,530	\$ 346,440	\$ 6,665,970		
Total, Not including Expressway Needs	Primary System, rural needs:	2342.14	\$ 95,506,000	\$ 10,337,000	\$ 105,843,000	1771.35	\$ 211,132,000	\$ 37,329,000	\$ 248,461,000	193.86	\$ 24,124,000	\$ 2,921,000	\$ 27,045,000	940	\$ 65,519,000	303	\$ 69,800,000	4307.35	\$ 466,081,000	\$ 50,587,000	\$ 516,668,000	
	Present	1736.66	\$ 56,703,000	\$ 2,732,000	\$ 59,435,000	78.32	\$ 10,519,000	\$ 1,146,000	\$ 11,665,000	160.84	\$ 38,865,000	\$ 2,195,000	\$ 41,060,000	347	\$ 16,720,000	51	\$ 9,990,000	1983.82	\$ 132,797,000	\$ 6,073,000	\$ 138,870,000	
	Future 1/	4078.80	\$ 152,209,000	\$ 13,069,000	\$ 165,278,000	1849.67	\$ 221,651,000	\$ 38,475,000	\$ 260,126,000	362.70	\$ 62,989,000	\$ 5,116,000	\$ 68,105,000	1287	\$ 82,239,000	354	\$ 79,790,000	6291.17	\$ 598,878,000	\$ 56,660,000	\$ 655,538,000	
	Total	229.08	\$																			



UNIVERSITY OF ILLINOIS-URBANA



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